

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL ON
ORE and YOKOHAMA	"PRINZ WALDEMAR" Capt. F. Isecke (T. 6,100)	About TUESDAY, 10th January.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEDIN" Capt. G. Bolle (T. 17,300)	WEDNESDAY, 11th Jan., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DERFFLINGER" Capt. G. Meinders (T. 17,000)	About WEDNESDAY, 11th January.
MANILA, YAP, ANGAUR, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isecke (T. 6,100)	SATURDAY, 28th Jan., at Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill (T. 5,050)	Middle of January.

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefonen.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GEN'RAL AGENTS, HONGKONG.

Hongkong, 31st January, 1911.

Intimations.

Wonderful New Designs!

Special for Christmas!

JEWELLERY PRECIOUS STONES

&c., &c., &c.

MOHIDEEN & CO.,

38, QUEEN'S ROAD CENTRAL.

Hongkong, 14th November, 1910.

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application. Coast Port Orders carefully executed.

Hongkong, 5th September, 1910.

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th January, 1911. [201]

TO LET.

A OFFICE on 1st FLOOR, 16, DES VOUX ROAD CENTRAL. 21, CONDUIT RD., OLIVION GARDENS. 1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House, or as Semi-detached House. GODOWNS, 151 to 155, PRAYA EAST. A HOUSE in WONG-MEI-CHONG ROAD. OFFICES in YORK BUILDING. No. 10, DES VOUX ROAD CENTRAL, 1st Floor. SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th January, 1911. [159]

TO LET.

GODOWN No. 54, DUDDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th January, 1911. [15]

Dentistry.

TSUN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free. Hongkong, 19th Jan., 1911.

Dr. M. H. CHAUN,

DENTAL SURGEON,

21, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 19th January, 1911. [16]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14, D'AGUIAR STREET, HONGKONG.

Hongkong, 2nd September, 1910. [14]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 378, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 481 ft.
Width of Entrance .. 80 "	Width of Entrance .. 50 "	Width of Entrance .. 63 "
Water on Blocks 28 "	Water on Blocks 25 "	Water on Blocks 21.5 "

Mooring basin 600 feet x 100 feet x 25 feet deep.

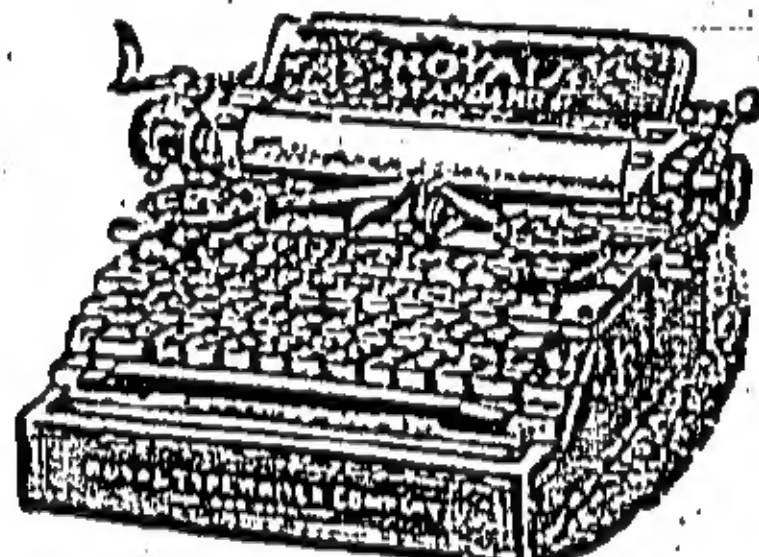
EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons pneumatic, electric, hydraulic, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575; Customs Branch Office 1392, Takashimacho Office 291, or 2050; Iritancho Office 2151.

206 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,341 square yards or 15-15 acres. Direct water stage 0-2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 tons derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

51, DES VOUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 16th August, 1910.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

FURNITURE WAREHOUSE.

LIKWONG LOONG & CO.,

GABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 19, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Wongwan, 5th August, 1909.

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voux Road West

TIMBER YARDS—Kennedy Town.

SAW-MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

HAVE always on hand large stock of

American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar

Chinese Spar, Chinese Pine of all descriptions

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 12th January, 1910. [15]

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by

A CHEE & CO.,

17A, QUEEN'S ROAD CENTRAL.

2, 62

GENERAL UPHOLSTERERS AND

FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Wares of all

descriptions, always on hand, for sale or on

hire at moderate rates.

Hongkong, 1st June, 1910. [14]

ROBBER ESTATE RETURNS.

Ct. Nov. Jan. Nov.

Alor Pongso	8,553	31,350	3,197
Alor Pongso	2,961	—	1,418
Alor Gajah	—	370	1,078
Alma	1,200	1,100	7,350
Anglo Malay	61,359	—	5,547
Ayer Kuning	407	—	2,586
Ayer Molek	2,023	—	18,823
Ayer Panas	1,165	2,100	7,705
Balgownie	8,481	9,979	91,877
Batak Rabi	1,718	—	5,563
Batang	4,800	—	24,127
Batu Caves	15,572	—	119,612
Batu Tiga	—	11,251	75,122
Berang	1,100	1,100	7,600
Bertam	—	—	83,893
Bikam	3,335	—	20,011
Briah	178	—	7,610
Bukit Kajang	5,664	7,833	48,291
Bukit Rajah	—	—	308,965
Bukit Lintang	4,751	6,100	40,810
Bukit Timah	3,357	1,246	6,574
Bukit K. B.	691	—	2,953
Bukit Chelak	4,000	—	4,000
Carey United	10,350	0,150	107,050
Castlefield	—	—	31,168
Changkat Serdang	2,955	—	29,544
Changkat Salak	2,344	1,919	11,391
Cheong	975	1,100	3,045
Cicely	15,326	15,318	124,725
Consolidated Malay	—	—	19,520
Caledonia	23,641	—	202,868
Chumor	—	—	2,174
Chersonese	2,312	3,612	16,554
Chota	503	1,470	2,000
Damanara	—	—	258,100
Domplon	410	915	1,355
Edinburgh	8,000	—	6,950
Federated (Selang.)	—	—	91,318
F.M.S. Rubber	24,670	35,950	424,482
Gedong	—	—	117,800
Glenely	2,024	7,138	19,097
Glenahiel	5,317	6,016	40,816
Golden Hope	8,517	—	10,202
Golconda	—	—	104,126
Gula Kalumpung	12,000	—	32,800
Hal Kee	617	—	3,310
Hampden	12,512	1,103	81,645
Haytor	608	114	2,118
Heawood	1,374	—	6,561
High & Lowlands	8,253	49,477	42,573
Inch Kenneth	1,269	17,417	146,201
Indragiri	785	—	4,663
Jimah	450	—	550
Jugra	—	—	60,583
Jebong	23,850	—	186,250
Kapar Para	—	—	97,816
Kemping	9,800	10,160	147,072
Kempsey	—	—	27,134
Kepong	5,250	—	31,629
Klebang	359	413	1,415
Kota Tinggi	50	—	4,998
Kuala Klang	—	—	16,591
Korau	3,007	—	13,765
Krian Rub. Est.	4,102	—	29,554
Kuala Lumpur	54,510	—	455,756
Kuala Selangor	7,000	—	7,000
Labu	20,102	20,128	182,288
Lanadron	28,425	29,656	339,918
Ledbury	10,183	12,350	121,761
Linggi	82,000	82,000	751,500
London Asiatic	20,777	—	133,566
Malaka Pinda	512	—	1,894
Malacca Plant	35,000	—	255,000
Mandal Tekong	720	937	2,361
Merton	2,434	2,335	16,741
New Serendah	731	—	2,354
New Singapore	80	120	420
North Hammock	—	—	41,018
Nora Scotia	—	—	83,405
Padang Jawa	920	—	920
Pajam	2,000	4,470	29,730
Pantai	—	219	1,391
Pataling	30,620	—	265,541
Pegoh	5,571	6,009	41,000
Pengkalan Durian	985	1,405	5,241
Perak Plant	—	—	98,688
Port Dickson	1,150	1,653	8,133
Raddia	1,534	1,712	12,415
Rambia	1,415	1,658	9,931
Riba Rubber	7,027	—	54,853
Rubani	21,750	—	134,779
Ratanul	2,550	2,750	16,854
Riber Growers Assn.	3,927	—	35,230
St. Helen	170	263	1,105
Sengat	9,200	9,017	72,778
Selaba	9,000	—	58,108
Sungai Choh	4,550	—	41,047
Sungai Kapar	—	—	120,250
Sandycrest	10,169	10,135	87,765
Seaford	—	—	135,504
Selangor	—	—	237,799
Seremban	24,387	—	215,501
Sembawang	836	941	3,857
Semawang	8,168	9,868	65,141
Shallford	10,000	11,000	10,301
Spora & Johore	14,421	15,641	116,007
Sungai Para	4,450	4,450	53,835
Traita Rubber	44,150	—	240,200
Unggel Salak	5,083	—	16,640
Ungel Way	10,118	—	47,959
Ungkel Outlook	1,889	—	6,808
Ungkel Export	870	—	2,616
Umbalak	970	—	4,185
Ungkel Malim	800	1,703	5,910
Ungkel Anson	1,050	—	6,789
Ungkel Ayer	1,483	—	10,239
Ungkel Ayer	318	—	2,621
Ungkel Ayer	—	—	33,863
Ungkel Ayer	500	—	2,485
Ungkel Ayer	550	574	2,852
Ungkel Singapore	2,223	7,669	15,747
Ungkel Samatra	—	5,103	44,136
Ungkel Samatra	—	—	10,400

[All totals are calculated for the calendar year instead of the financial year, which ends on 31st March.]

Intimation.

THE
HONGKONG
TELEGRAPH

CO., LD.

GENERAL
PRINTERS

PUBLISHERS

COMMERCIAL

STATIONERS

INDIA

RUBBER

STAMP

MAKERS

AND

ACCOUNT

BOOK

MANUFACTURER

47, Des Voeux

Road.

UNDERTAKES

TO DO

ALL KINDS

OF

JOB PRINTING.

FROM A

VISITING

CARD

TO A

POSTER.

ONLY FIRST-CLASS

WORK DONE.

PRICES MODERATE.

Hongkong, 24th December, 1910.

THE PASSING OF THE "HOBLE SKIRT."

It was the Frenchwoman who invented it, who wore it in its most exaggerated form, and is now rejoyicingly emerging from the "hobble" skirt. "L'entraine n'est plus a la mode!" It is shouted from the boulevards in Paris; it is echoed in the Press, and it is repeated on the stage, where just now every elegant person is indulging in flimsy gowns and flimsy set free from the bondage of the skirt that looked like a sack narrowed at the knees into the width of less than some of the large sleeves behind which women hid themselves only a few years ago. The husbands of the hobblers, says a Paris contemporary, will now cease to wonder when their wives will be able to walk, stand, or sit like normal beings, but there are also not a few people who will be plunged in gloom at the disappearance of this grotesque garment. Among them a professor of street juggling, who while a woman could only walk with mincing steps, had a much better chance of snatching a purse or watch from her; the divers who profited by the fact that she could not walk from the Opera to the Madeleine; and the housewives who were called in to all the ladies' rooms, owing to their tight skirts, had fallen covetously out of their eyes, or it is a simple matter, however, for these interested on-lookers, however, it is a great public rejoicing over the change of fashion, and "Vive la jupe de robe de chambre!" is literally the decrier of the hobble.

THE FIRST SUPRACITE.

When Adam stood the perfect man,
And Eve beside him, perfect woman,
Were they content as they began?
With being nothing more than human?
Was Eve unsmiling? was our Eve
Simply content with having met her?
Or did our Eve to your Eve compare
To prove the one the other's better?
They may have loved, as others do,
Intertwined each other's image.
They may, again, as I and you,
Have taken life as one big scrimmage.
When we are perfect what we know
Of woman's wit, of man's invention,
Their tendency to strut and crow,
This seems the likeliest contention.
I think there must have come a day
When Eve and Adam tired of playing,
Measured themselves and came to play,
The very game that we are playing.
A gentle rivalry ensue!
Without a thought of any evil,
Till Eve is an unhappy man,
Went off and trafficked with the Devil.
Hence Woman's Right, his legacy,
The right of Eve's remote daughter,
To slight of going on the spree
And doing what she daren't do to Eve.
'Twas Adam's fault. If Eve had kept
The place where Adam could have kept her,
Ladies, you'd not be so adept
At selling man's own lawful scepter.
Times would not be out of joint,
You'd never challenge man, and beat him;
You'd hesitate to scorn a point,
You'd know how nicely how to treat him.

SWISS FIGURES.

Those who know Switzerland best will be least astonished at the figures which M. A. Durr, a publisher in the Swiss town of Zurich, recently issued in Paris, for since there is a hotel on nearly every hill top, and scores round every one of the larger lakes, it is more than probable that there are 3000 hotels in the twenty-two cantons. In the Gironde, the most sparsely inhabited canton, in which even the larger towns rarely have a population of more than 1000, there are no less than 350 hotels and to ring-houses, while the canton of Bern, which includes such famous places as Interlaken and Grindelwald has over 400 hotels. There are 1500 beds in the 2000 hotels, but these are by no means sufficient during the "buste" season, when many a tired tourist is as glad to get a bed made up on the hillside, as on occasions when London is more crowded than usual, the late comer is glad if he is offered a bed in the bathroom at a West End hotel.

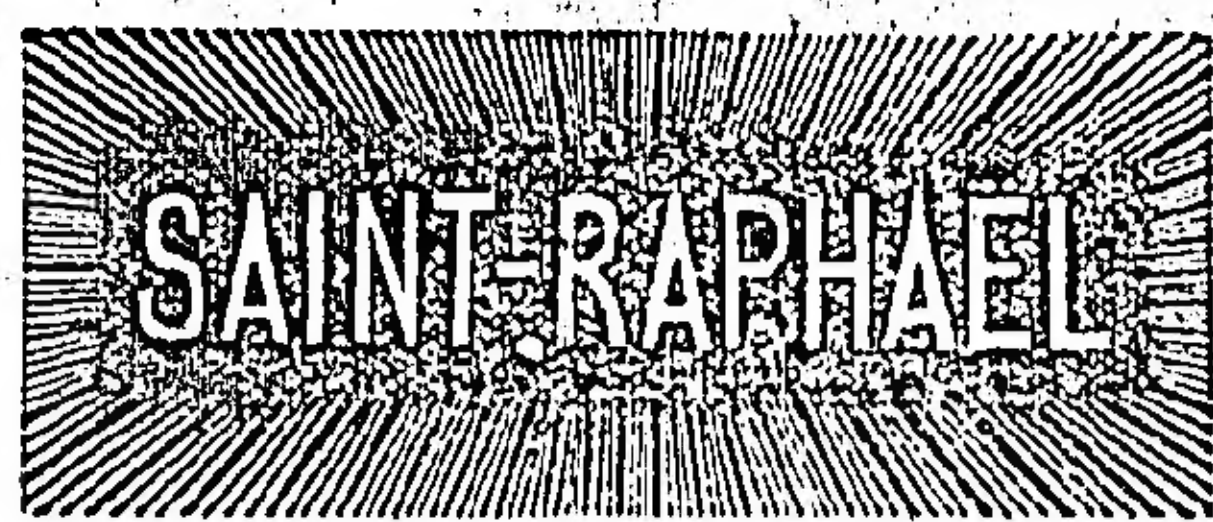
A FAMOUS CHINA TRADER.

The stranding of the Italian steamer *And Amica* seems likely to mean a loss of a vessel whose name in her time was as famous as that of the *Great Eastern*. The *And Amica* was originally the *Strling Castle*, one of the first of the steam clippers in the China trade. She was built to the order of Messrs. Thomas, Skinner and Co. in 1852, specially to bring home the first season tea. She had a speed of 15 knots, which was considered high in those days. The *Strling Castle* afterwards passed into the possession of Italian owners, and has been engaged in the trade between Naples and the River Plate. She was on her way home from Brazil when she got out of her course and ran ashore near Tangier.

CAN LIFE PASS FROM PLANET TO PLANET?

Spontaneous generation is required to complete the theory of organic evolution, and is, indeed, postulated as a logical necessity by many distinguished evolutionists. Yet the evidence is overwhelmingly against its occurrence at the present day, or in earlier times under similar conditions. Hence the suggestion of Prof. or P. A. Arhenius that life in the germ stage may pass from planet to planet is impossible on our present understanding of conditions, may it not be taking place on some other planet under different conditions? And if so, may not such spontaneously produced beings pass from their birth-planet to the earth? Thus the elephant may be the last link of a chain derived from a lowly organism originating in Jupiter while the primitive ancestor of the tiger may have come from Mars. If this could be shown to be probable, a great difficulty would be removed from the theory of evolution.

Intimations.



TONIC, RESTORATIVE, DIGESTIVE WINE

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL AFFIXING CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CAIDBECK MACGREGOR & Co., Hongkong.

NOTICE OF REMOVAL.

THE Undersigned have This Day moved their Offices to No. 2, CONNAUGHT ROAD CENTRAL (1st Floor).

DENNIS & BOWLEY,
Solicitors & Notaries.
Hongkong, 21st January, 1911.

REWARD.

LOST, between the Registrar-General's Office and 31st Street, a TITLE DEED for L. L. 351 covered up with Chinese paper, the property of the undersigned. Any one returning the deed to the undersigned will be given a reward of \$50.

FUNG P. K. SANG,
208, Hollywood Road.
Hongkong, 2nd January, 1911.

Xmas! Xmas! Xmas!

READY ON VIEW
LARGE ASSORTMENT OF

French Chocolates and Bonbons.

Cadbury's Chocolates and Pascal's

Confectionery.

Tom Smith's Crackers.

Santa Claus' Stockings and

French Dolls and Toys.

FRENCH STORE.

L. GAMFAU,
6, Queen's Road Central.
Hongkong, 13th December, 1910.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, & Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHKWAN, TOMES & Co.,

General Managers.
Hongkong, 15th March, 1911.

PO SING.

JEWELLER AND SILVERSMITH,

No. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices.

Xmas and New Year Presents in great variety and at special rates, suitable for all tastes and purposes.

Hongkong, 2nd November, 1910.

Auction.

G. R. PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION, on

FRIDAY,

the 13th January, 1911, at 3 P.M., on the spot,

The Several Lots Numbered 1 to 10 on Plan to be seen at the Auctioneers' Office, for a portion of

MOOTS and MATSHEDS,

on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

TERMS—Cash.

For Plan and Conditions of Sale, apply to

EUGENES & HOUGH,

Government Auctioneers.
Hongkong, 3rd January, 1911.

Public Company

HUMPHREY, ESCATE AND FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the above Company will be

held at the Hongkong Hotel, Hongkong, on

THURSDAY, the 12th day of January, 1911,

at 11.30 o'clock in the forenoon, when the

business to be transacted will be as follows:

(1) That Article No. 70 of the Articles of Association of the Company, which now

reads:

"The Directors shall have power from

time to time and if any time to pay, it

may other persons as to Directors, but

so that the total number of Directors

shall not at any time exceed seven and

shall not be appointed under this clause

shall have effect unless two-thirds of

the Directors then in office shall be

in favour of the resolution, and by sub-

stituting the word "five" for the word

"three" in the fourth line thereof, and by

substituting the words "two-thirds" for

the words "a majority" in the fifth

line thereof, and by substituting the

words "two-thirds" for the words "a

majority" in the sixth line thereof, and

by substituting the words "two-thirds

of the Directors" for the words "a

majority" in the seventh line thereof,

and by substituting the words "two-

thirds" for the words "a majority" in

the eighth line thereof, and by sub-

stituting the words "two-thirds" for

the words "a majority" in the ninth

line thereof, and by substituting the

words "two-thirds" for the words "a

majority" in the tenth line thereof,

and by substituting the words "two-

thirds" for the words "a majority" in

the eleventh line thereof, and by sub-

stituting the words "two-thirds" for

the words "a majority" in the twelfth

line thereof, and by substituting the

words "two-thirds" for the words "a

majority" in the thirteenth line thereof,

and by substituting the words "two-

thirds" for the words "a majority" in

the fourteenth line thereof, and by

substituting the words "two-thirds" for

the words "a majority" in the fifteenth

line thereof, and by substituting the

words "two-thirds" for the words "a

majority" in the sixteenth line thereof,

and by substituting the words "two-

thirds" for the words "a majority" in

the seventeenth line thereof, and by

HONGKONG AVERAGE MARKET PRICES.

Corrected 31st Jan., 1911, 100 cts per \$ Mar.

BUTCHER MEAT.

Beef—Prime cut—Mel Lung Pa B

" Corned—Ham Ngau Yek

" Roast—Shio

" Breast—Ngau Lam

" Soup, Tong Yek

" Steak—Ngau Yek Pa

" Shio—Ngau Lam

" Sausages—Ngau Yek Chong

Bullock's Brains—Know

" Tongue—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kiu

" Feet—Ngau Keok

" Kidneys—Ngau Yek

" Tail—Ngau Mei

" Liver—Ngau Chai

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau Chai

—hook—Ngau Chai

Mutton Chop—Young Fat Kwei

" Leg—Young Fat

" Shoulder—Young Fat

Pigs' Chills—Old Chong

" Brains—Old Know

" Feet—Old Keok

" Fry—Old Chai

" Head—Old Chai

" Heart—Old Chai

" Kidneys—Old Chai

" Liver—Old Chai

" Pork Chop—Old Chai

" Corned—Ham Chai Yek

" Leg—Old Chai

" Fat or Lard—Old Chai

Sheep's Head and Feet—Young Fat

" Keok

" Heart—Young Sum

" Kidneys—Young Yek

" Liver—Young Chai

Suckling Pigs, To Order—Old Chai

Soot Beef—Sang Ngau Yek

" Mutton—Sang Young Yek

Veal—Ngau Chai Yek

Sausages—Ngau Chai Yek Tong

POULTRY.

Chicken—Kai Chai

Gallons, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kan

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Ganso—Ngo

Geese, Wild Shanghai—Sheng Hoi Yek

" Ngo

Musk Deer—Wong Keng

Hare—To Chai

Partridge—Chai Khoo

Phasant—Shan Kai

Pigeons, Canton—Pak Kap

" Hainan—Hoi Nam Kai

Quail—Um Chai

Rice Birds—Wo Fa Chai

Salpae—Sa Chai

Turkeys, Duck—Fo Kai Keng

" Hen—Na

Wild Ducks, Shanghai, Solap

Teal, Shanghai, Solap

Wild Ducks Canton—Sang Shing Sol

AP.

FISH.

Bachelor—Ka Yu

Bream—Bin Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chai Yu

Codfish—Mao Yu

Crayfish—Hoi Yu

Cuttle Fish—Mok Yu

Dab—Sa Ma Yu

Dace—Wong Mei Lon

Dog Fish—Tin To Sa

Eels, Common—Hoi Nam Yu

" Fresh water—Tam Sol Yu

" Yellow—Wong Sin

Frog—Tin Kai

Gardner—Sak Foa

Gardner—Sak Foa

Gardner—Sak Foa

Gardner—Sak Foa

CANTON DAY BY DAY.

VICEROY'S VOYAGE INTERRUPTED.

[From Our Own Correspondent.]

Canton, 5th January.

While H. E. Chang Ming Chai, Viceroy of the Two Kwang, was on his way up to Canton by the gunboat *Kwang Hoi*, His Excellency's journey was unfortunately interrupted by a mishap which occurred to the vessel at mid night, as a result of which the vessel was delayed for a short time. Owing to the carelessness of the man in duty at the time the vessel went aground at Lin Fa Shin. Fortunately, the vessel was equipped with wireless telegraph and a message was sent at once to the gunboat *Po Pak* for assistance. On receipt of the message, the *Po Pak* proceeded to the disabled vessel to take His Excellency on board and immediately steamed to Whampoa, where the local officials had been waiting to receive the Viceroy. The party went on board to pay their respects to the Viceroy and shortly afterwards the *Po Pak* made for Canton. His Excellency took up his office at noon. After the usual morning and afternoon prayers, he proceeded to the following office: "I, by command of His Most Gracious Majesty, have appointed to the Viceroyship of the Two Kwang, and on the 4th day of the 12th Moon at noon on the 2nd year of his reign of the Emperor T'ung T'ung, have this day taken over the seal and commenced my duties. I deem it to be my duty to inform the officials and the public. All must obey and beware of this notification."

PAIS N'EMUTE.

There is a large establishment in the town of Ta Yuen for the training of prisoners in arts while serving their terms of imprisonment. On the evening of the 5th ult. at 7 p.m. twenty-two of the inmates effected their escape. It appears that long while ago, the prisoners had decided to free themselves on the first opportunity. On the night in question, they helped each other to break their chains, which were then covered with wax. They managed to escape the attention of the two deputies and the guards. Everything had been arranged beforehand for the escape and the signal for the gaining of freedom was given at an hour when the two officials and the wardens were at their evening meal. The first step was to rush to the dining hall and

BLIND THE OFFICIALS.

and the warden with pepper. They then secured the warden with ropes and dealt him a number of vicious blows. Not satisfied with what they had done, they removed their victims to the kitchen, where they covered them up with grass and proceeded to

OUR KEEPER'S OIL.

over the helpless warden. They also threatened to kill the men if they attempted to raise an alarm. They then made their escape with all the weapons and clothing to be found, which included six guns, 100 rounds of ammunition, one far coat belonging to one of the officials, and money to the value of over \$500 in fact; they took away everything there was in the place.

A FATAL ENCOUNTER.

A curious case of difficulty to explain, a similar incident occurred in another locality of the same district on the evening following the perpetration of the above outrage. In this case, twenty-three dangerous prisoners succeeded in making good their escape. They were armed with weapons which were supplied to them by their relatives in the course of the latter's visits to the jail. As to how the arms were smuggled into the prison without the knowledge of the warden remains a mystery. At the time the prisoners made their escape, they took away with them seven guns and several rounds of ammunition. They were not fewer than four hundred who were on patrol duty and the other guards.

BARELY ESCUED WITH THEIR LIVES.

by taking shelter in the hall. On the alarm being given, the warden ordered the keeper to have the gates under lock and key. By this time, the prisoners had surrounded the official in charge of the gates and levelled their weapons at him. The unfortunate man fell to the ground.

DRILLED WITH RIFLE SHOTS.

The prisoners then directed their attention to the gate-keeper, who was also shot to death. The deputy in charge of the prison was also seriously wounded and very little hope is entertained for his recovery. It is reported that the local officials will be held responsible by the high authorities for the above regrettable incidents.

ANOTHER ARMED ROBBERY.

A telegram from Yuet Sing to the Canton Press Society states that on the 30th ult., seven shops in that locality were ransacked by robbers, and a large booty made away with. As soon as the prefect of Tak Hing Prefecture was apprised of the case, that official immediately proceeded to the scene by the gunboat *Kwang Lee* to institute inquiries and upon arrival there ordered a guard of twenty men to be stationed there for the people's protection. When the former prefects went there on duty, they were in a habit of forcing the people to pay whatever expenses were incurred in the course of their duties, but as the present prefect declined to accept money voluntarily offered, his action was greatly appreciated by the Committee of the Chamber of Commerce, who expressed the wish that the prefect's magnanimity should receive as great an amount of publicity in the Press as possible, in order to set an example to those responsible officials on whom devolves the duty of safeguarding the welfare of the people.

A CONVENIENT PROPOSAL.

In view of the procrastination in arriving at a settlement of the question of the delimitation of Mexico, the Ministry of Foreign Affairs

has suggested to the Acting Viceroy that in dealing with diplomatic affairs, it is important to have them disposed of as early as possible to prevent the cropping up of fresh arguments. In future, no matter what the nature of diplomatic affairs may be, it must be settled within three months. The Acting Viceroy, on receipt of the above telegram, instructed the Foreign Bureau in Canton accordingly.

ARMED ROBBERY.

Leung Wei Tin is doing business abroad and his family occupy a house in Hoonam, Canton. On the midnight of the 30th ult., someone knocked at the door and remarked that Leung had sent back one basket of eatables for his family. The inmates, careless, opened the door, and instantly four men rushed in. They took out guns and other weapons and after dividing the inmates into one corner secured booty to the value of about \$300.

One of the women in the house cried for help, and immediately was struck three blows with some cutting weapon on her head, and one on the right hand. The first of the four men, who was the leader, and sent some members to the score to dress up the woman's wounds, which, fortunately, were not mortal.

When the robbers had satisfied themselves with the robbery, they ran away in all directions. The police were then notified and policemen were sent out to search for the robbers. Two of them, finding the robbers closely pursued, made for the river. They jumped into the water, but to effect their escape by means of swimming.

Their attempt, however, proved futile, as they were picked up by the water police. The victims of the outrage were sent for, and they identified the two captives as having taken part in the robbery.

BANDIT RAID.

A village in the eastern section of Sam Sow District was visited by bandits last month and robbed of money, goods and many heads of cattle. On the night of the 27th ult., some three hundred robbers paid another visit to a neighbouring village. They were armed with guns, and made off with a large booty. It is reported that there was a detachment of soldiers stationed in the village. They heard of the alarm and marched out. With the assistance of the village men, they surrounded the robbers, but the latter were armed with guns of latest design, and as they were good marksmen, the "braves" and the villagers had to break up their force, and let the robbers go.

SMUGGLING ARMS.

Owing to marauders and outlaws terrorizing every part of the province, Fumoa and its vicinity have been used as places for landing smuggled arms and ammunition. Fumoa is really a centre of communication between Hongkong and Macao. His Excellency the Acting Viceroy has deemed it to be his duty to instruct the commanders of port of boats to keep a sharp lookout for these smugglers, and to commission vessels of good speed for service in these waters, so as to facilitate the capture of smugglers, and seizure of arms and ammunition.

His Excellency has asked Admiral Li Chun to inquire into the circumstances. The Admiral's opinion is that Fumoa (Bocca Tigris) is the key to Canton, and a place of importance. His Excellency has ordered the cruiser *Kow-ching* (a vessel of good speed) to be stationed in these waters in the hope that the smuggling of arms and ammunition may be checked entirely.

GERMAN MEDICAL COLLEGE.

The Provincial Examiner in Canton has issued the following proclamation: "I have received a letter from the German Consul at Shanghai which states that his nation's have established a Medical College in Shanghai, the course to be taught in German, and that it has opened new classes. The 15th inst. has been fixed as the date for admitting new students, who have to go through an entrance examination. Chinese scholars who wish to acquire a knowledge of medical learning, are invited to go to the Consulate for particulars and they will be given all necessary information. The Consul asks me to inform the schools generally. I merely issue this notification for their information."

DART-GIRACY AT TSING YUEN.

A fortnight ago, a ship, trading under the name of Yung Yuen Hop Kee, chartered a junk fully loaded with oil, rice and other merchandise worth \$2,000. The cargo was for Faisan, and for disposal there. After ten days voyage, the boat was pirated by sea robbers. The crew were taken prisoners and hidden in a mountain. The robbers then made for the villages in Tsing Yuen and Shik To with their prizes and sold it together with the goods. The crew were released a few days ago, and reported the occurrence to the authorities, who are going to the villages to make inquiries.

MANNING OF BRITISH SHIPS.

ALLIED DUMPING OF CHINESE LABOUR.

Mr. Winston Churchill, writing to a Hull correspondent, says: "There is no ground for the suggestion that the Merchant Shipping Acts are not being enforced. On the contrary, I understand a great deal has been done recently in making regulations and in negotiating arrangements with foreign Powers so as to secure the full effect of the Act of 1905. The law is sufficient to prevent undermanning, and instructions on this subject have been recently revised. With regard to the alleged dumping of Chinese labour on British ships, the figures show that the number of British seamen employed in the British mercantile marine is steadily increasing, while the number of lascars and Asiatics of all kinds was stationary. In 1905 there were 268,885 persons employed, of whom 180,422 were British and 43,453 were lascars and Asiatics. In 1909 there were 268,474 British and 43,360 lascars and Asiatics, an increase of nearly 18,000 British seamen in four years. It should also be remembered that a very large proportion of lascars and Asiatics employed were natives of India and British subjects."

BOXING.

BILL LAWS TO FIGHT IN PHILIPPINES.

A wire was received on Thursday night which reads: "Lewis letter received accept terms better leave ship leaves Manila afternoon first. Denison. Mr. Denison is arranging that Lewis should meet a big coloured man at Zamboanga on Saturday, the 11th of February or Monday, 13th."

The fight between Lewis and Stanton will probably be our little champion's last show in Hongkong. This is on the 17th inst.

The *Asian* has been putting Jack McAllister on the grid of public criticism. He challenged any man in India, there was a response, and he immediately landed on a side bet of at least Rs. 3,000.

It is sincerely to be hoped that this will be the case, and that the money will be deposited with some reliable person, when Mac may be called upon to cover it. There is just an essence of humour about the situation, and it is pleasant to think that boxing is such a prying game that a professional can stand out for a bet of not less than three thousand. There are men in a different class altogether than in things we have in India, who are content to cut a side bet (even \$5, and here we have the man who went down to Tiger Smith (a man nobody at home) calling for one of \$200. If this gets to the ears of boxers in Europe we shall need a little of P. & O.'s to bring them out these happy hunting grounds where talk is in tattered and old of fivers.

While Bombardier Wells was winning the quarter final competition for the discovery of a heavy-weight boxing champion of England, the Cambridge University Freshman's and Novice's contests introduced us to a new and very promising amateur at the weight in no less a person than G. W. V. Hopley, a brother of the famous "F. J. V." Young Hopley stands well over six feet, and weighs somewhere about 135, and gives every promise of developing into as great a boxer as his brother, who was without doubt the finest amateur heavy-weight of his day. It has been said by many good judges that, had John Hopley been properly trained, he would have been one of the very best at the weight England has ever produced, either amateur or professional. He was a great athlete, and a real good fellow in his daily life, and it is a great pity that he should have failed so consistently in his endeavours to pass his legal examinations. At the moment he is with his father, Judge Hopley, in South Africa.

RAILWAY DISASTER IN ENGLAND.

WRECK OF SCOTCH EXPRESS: TERRIBLE SCENES.

London, Dec. 4.—The newspapers here are commenting on the numerous terrible incidents which are darkening this Christmas-tide. The murder of three persons in Hounslow and the terrible collision explosion at Bolton have now been supplemented by further disasters. The Scotch express whilst travelling through Westmoreland has been wrecked. At the time of the disaster, it is reported the train was going at 60 miles an hour. Nine dead bodies were recovered from the wreck. They were almost burnt to cinders; it being impossible to identify them. In some cases only a portion of the shoulder and backbone remained, and the

SIX COULD NOT BE ASCERTAINED. Young married couples stood agonized as they watched their children burnt alive under the wheels of the train, without being able to do any thing to save them. With the exception of the guard's van, the whole train was destroyed by the flames.

London, Dec. 25.—Terrible reports continue to arrive of the disaster to the Scotch express. The accident took place in the localities between London and Glasgow. The night was particularly dark, and rain was falling. Shepherds living in the neighbourhood saw a passenger crushed in the wreckage and making strenuous but futile efforts to get out. With an axe an attempt was made to rescue him, and the rescue was backed at the

BLOOD-DIPPED RUINS of the train, but the fierceness of the fire drove him back, and the unhappy passenger was burnt alive before their eyes. A medical student shared the same fate. In his last extremity he murmured his gratitude to the shepherds for their kind attempts to rescue him and asked them to transmit a message to his mother. At the scene of the disaster a considerable quantity of broken jewellery and toys has been picked up—*Maiden*.

Events Coming.

Friday, 6th January.
Madame Cullis's Concert, Theatre Royal.
B. J. J. Scenic Theatre, 9.5 p.m.

Sunday, 7th January.
Royal Hongkong Yacht Club Races.

Wednesday, 11th January.
Comme's Institute, Annual General Meeting.

Thursday, 12th January.
Humphrey's Estate Extraordinary Meeting.

Friday, 13th January.
Sale of South Sites, for Race Meeting at Happy Valley.

Saturday, 14th January.
United Services Club Dance at Kowloon School, 9 p.m.

Smoking Concert at the Water Police Station, Kowloon, 8.30 p.m.

Distribution of Prizes at Diocesan School.

Sunday, 15th January.
Volunteers' Field Day.

Tuesday, 17th January.
St. Andrew's Church Annual Meeting.

Monday, 23rd January.
Queen's College Prize Dinner, Kowloon.

Today's Advertisement.

HONGKONG TRADE MARKS ORDINANCE, 1909.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 28th day of December, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of two square panels, in one is shown an open umbrella above which is the name of the brand "UMBRELLA" and at the foot of the same panel is the name of the Company. In the other panel an open umbrella is shown at the top, and immediately under is the word "UMBRELLA" in a scroll of peculiar design.

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants, forthwith in respect of the following goods:—MANUFACTURED TOBACCO, in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated the 28th day of December, 1910.

BRITISH CIGARETTE COMPANY, LIMITED.
R. D. HARVEY,
A. TOLSON.

SPORTING.

TO-MORROW'S FIXTURES.

The fixtures for to-morrow are as follows:—

LEAGUE CRICKET.

Royal Engineers vs. Kowloon Cricket Club on the Military Ground.

Police vs. Civil Service on the Police Ground.

Hongkong Cricket Club vs. "Yorks" on the Club Ground.

Craigflower Cricket Club vs. the Remnants on the former's ground at 4 p.m.

The Craigflower will be represented by the following in their match against the "Remnants":—L. E. Lammer, H. H. Taylor, L. A. Rose, W. H. Vivas, R. A. Carvalho, E. L. Braga, J. V. Braga, P. Corie, J. D. No. 1, C. J. Higginbotham and R. Bays.

The following have been selected to play for the "A" team:—Hon. Dr. J. M. Arkison, Dr. G. E. Aubrey, A. A. Claxton, H. Hancock, R. Hancock, G. A. H. Laga, P. Jack, H. R. Mahin, Rev. S. W. Payne, T. E. Pearce, R. P. Threlfield.

The following will represent the Remnants:—G. A. Cooke, R. N. A. P. H. Roquette, R. N. R. H. Young, C. E. Shackle, on M. M. Moss, C. E. Shide, W. E. Warburton, C. F. Hare, R. J. Saunders, W. Watkinson and F. Matton.

LEAGUE FOOTBALL.

FIR T DIVISION.

Naval Yard vs. Hongkong Football Club on the Naval Ground at 4.30 p.m.

SECOND DIVISION.

Boys' Own Club vs. 8th Company, Royal Garrison Artillery, on the Military ground at 2.30 p.m.

B.O.C. team:—White, Y. Aban, Stemmar, Cordier, Khan, Goldsberg, Neigh, Bpistis, Jex, Chynant and Schuepel.

SMALL VALUE SHARES IN KIAO-CHOW.

The rejection by the Reichstag of a proposal to permit the issue of small value shares in companies in the Protectorate of Kiaochow, states a Shanghai correspondent of the *Kölnische Zeitung*, has led to the inauguration of a movement in favour of the presentation of petitions to the German Parliament praying for the speedy grant of sanction for this purpose in the Protectorate. It will be set forth to be impossible to induce the Chinese to buy shares of £50 which are not fully paid or to compel them to pay subsequently, whilst, on the other hand, the Germans in China are not so lacking in judgment as to require to be protected from speculation, for which, however, there is already plenty of opportunity in foreign shares of low denomination.

THE WEATHER.

On the 6th at 11.50 a.m.—The barometer has fallen very rapidly in N.E. Japan, and risen quickly over W. Japan.

The depression, which deepened considerably during its passage across the Sea of Japan, lies now off Southern Hokkaido.

The anticyclonic area lying to the North of the Yangtze valley, and pressure has increased moderately on the China coast.

Very strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. and L. winds, strong; fair, cloudy.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Intimations

POPULAR "ASAHI" BEER.



4 Dca. Quarts \$12.00 per case
8 Dca. Pints \$12.50 " "
Hongkong, 16th December, 1910.

TRY OUR DELICIOUS PRESSED BEEF

40 cents per lb.

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NORTH BOUND.

1st Class Fares	Shanghai (Steamer)	Lv.	Thurs.	Sun.	Thurs.	Fri.
\$40	Dairen (S.M.R. Train)	Ar.	Sat.	Tues.	Fri.	Sat.
Y14.95	Mukden (S.M.R. Train)	Ar.	Mon.	Wed.	Fri.	Sat.
Y17.50	Changchun (S.M.R. Train)	Ar.	Tues.	Thurs.	Fri.	Sat.
R 9.50	Harbin (Russian Train)	Ar.	Wed.	Thurs.	Fri.	Sat.
	Harbin (Russian Train)	Ar.	Thurs.	Fri.	Sat.	Sun.

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The only Line that maintains a Regular Schedule Service of 21 DAYS YOKOHAMA TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.	
"MONTEAGLE" TUESDAY, APRIL 18TH.	

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line).

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and the Colonies. Full particulars of application from agents.

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	YUENSANG	SATURDAY, 7th Jan., Noon.
SHANGHAI, KOBE & MOJI	YUENSANG	SATURDAY, 7th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUANGSANG	TUESDAY, 10th Jan., Noon.
SHANGHAI	KUANGSANG	TUESDAY, 10th Jan., Noon.
MANILA	YUENSANG	SATURDAY, 14th Jan., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kailang*, *Namung* and *Shangri* leave about every 3 weeks for Shanghai and returning via Kobe (In and Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shafon, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. Hongkong, 6th January 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
IOILO & CEBU	"SHENGKING"	7th Jan., Noon.
AMOI & SHANGHAI	"SHENGKING"	7th Jan., Noon.
SHANGHAI	"LIAN"	7th Jan., Midday.
HAIPHONG	"CHIEH"	10th Jan., Noon.
MANILA	"TEAN"	10th Jan., 4 P.M.
SHANGHAI	"KASHING"	10th Jan., 4 P.M.
IOILO & CEBU	"KALFONG"	10th Jan., 4 P.M.
SHANGHAI	"CHISHUA"	12th Jan., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

MANILA TWINSREW STEAMERS and THIRTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWINSREW STEAMERS (Anhui, Cheow, Linan, Chinkai).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

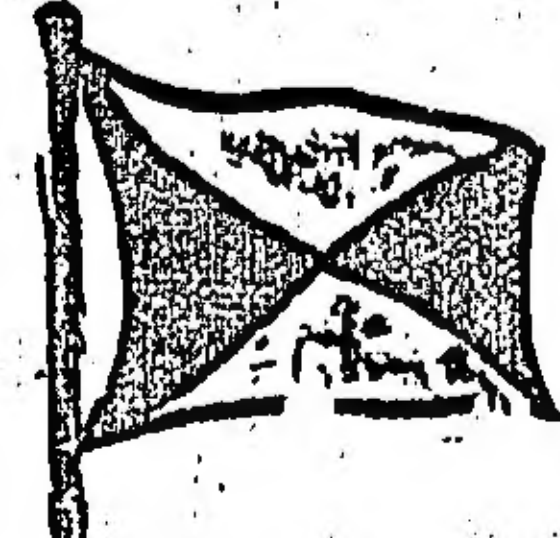
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 15. Hongkong, 6th January, 1911.

HONGKONG—
PHILIPPINES.
PHILIPPINES STEAMSHIP
COMPANY.

Steamship.	Tons	Captain.	For	Sailing Date.
ROBI	4000	S. Crosby	MANILA, IOILO & CEBU.	WEDNESDAY, 11th Jan., 1911, at 4 P.M.
LAPIO	4000	E. Rice	MANILA, CEBU & IOILO.	WEDNESDAY, 18th Jan., 1911, at 4 P.M.

For Freight or Passage, apply to SHEWAN TOMES & CO.

General Managers.

Hongkong, 29th December, 1910.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	ATSUBA MARU, Capt. Wm. Thompson, Tons 9100 HIYOGI MARU, Capt. N. Matheson, Tons 7000 MIYAGAKI MARU, Capt. T. Mura, Tons 9100	WEDNESDAY, 18th Jan., at Daylight WEDNESDAY, 1st Feb., at Daylight WEDNESDAY, 15th Feb., at Daylight
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Himehata, Tons 7000	SATURDAY, 31st Dec From KOBE
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOICHI and YOKOHAMA	SHIMAZU MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, Tons 6000	TUESDAY, 31st Jan., at Noon TUESDAY, 18th Feb., at Noon
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	IKKO MARU, Capt. M. Yagi, Tons 6200 KUMANO MARU, Capt. M. Winkler, Tons 6200	FRIDAY, 20th Jan., Noon FRIDAY, 17th Feb., at Noon
BOMBAY, S.C.	CEYLON MARU, Capt. Fred. Pyno, Tons 6000	TUESDAY, 10th Jan., at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6200	WEDNESDAY, 18th Jan., at Noon
SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. E. C. 1st, Tons 6000	TUESDAY, 17th Jan., at Noon
KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 9300	THURSDAY, 19th Jan., at 11 A.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Omitting Penang. Call at Genoa.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYAGAKI MARU	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single... ¥550
IKO	7,000	15th "	" " " 2nd class Single... 825
HIRANO	9,000	19th "	" " " 1st class Single... 540
TANGO	8,000	12th April	" " " Old Steamer 1st class Single... 500
KAMO	9,000	26th "	" " " 2nd class Single... 350
AKI	7,000	10th May	" " " 1st class Single... 550
M SHIMA	9,000	24th "	" " " 2nd class Single... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Ports
INABA	7,000	28th March	1st class Single... ¥300
TAMBA	7,000	25th April	" " " 2nd " " " 220
AWA	7,000	23rd May	To London via New York 1st " " 450
			" via St. Lawrence 1st " " 450

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO,

Manager.

HONGKONG-CANTON LINE

THE "KWONG" STEAMERS.

"KWONG TUNG" Captain Walker.

"KWONG SAI" Captain Crovo.

Leave Hongkong every night at 9 o'clock, Saturdays excepted.

Leave Canton every evening at 5 o'clock, Sundays excepted.

SALOON PASSAGE FARE \$.

Servants' passages must be paid for.

Unexcelled accommodation for Saloon Passengers.

Excellent Cuisine and every comfort.

Passages may be booked on board.

THE COMPANY'S WHARF IN HONGKONG is close to the point where the Electric Cars run out on the Praya West.

For further information apply to

THE COMPANY'S HEAD OFFICE,

YUEN ON STEAMSHIP CO., LTD.

SHIU ON STEAMSHIP CO., LTD.

No. 2, Queen's Road West.

Hongkong, 31st December, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Head, will be despatched as above TO-MORROW, the 7th January, 1911, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 6th January, 1911.

HONGKONG-BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRASAMHA" On or about 21st Jan., 1911.

For Freight and further information, apply to SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 29th December, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain H. Owen, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 7th January, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mei*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Calcutta*, due in London on the 18th February 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,

Superintendent.

Hongkong, 27th December, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain W. Birrell, will be despatched as above about 10th January.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 19th December, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI.

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Morisco, will be despatched as above on FRIDAY, the 13th January, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 4th January, 1911.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SHIMOSA" On or about 27th Jan.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 4th January 1911.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain R. Bayes, will be despatched as above about 10th February.

The attention of Passengers is directed to the excellent accommodation afforded by this steamer at the price. She is fitted throughout with electric light, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 19th December, 1910.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 5th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 4th January, 1911.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SLAVOIA,"

Captain Foter, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 2nd January, 1911.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM SEATTLE, VANCOUVER, VICTORIA, YOKOYAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 30th December, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"MIYASAKI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 11th January, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOUR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Intimations

TSANG KWONG COMPANY,
ELECTRICAL AND GAS CONTRACTORS,
230, Des Vœux Road Central,
Telephone No. 699.

STOCKS OF
ELECTRICAL RADIATORS.
ELECTRICAL IRON.
ELECTRICAL WATER HEATER.
ELECTRICAL KETTLES.
ELECTRICAL FITTINGS & ACCESSORIES.
BEST METALLIC FILAMENT and CARBON FILAMENT LAMPS for all Voltage and Candle-power.
WIRES & CABLES.
TELEPHONES.
BELLS & INDICATORS.
"SILICIA" ACCUMULATORS.
DRY CELLS & LECLANCHE CELLS.
Gas Radiators.
Gas Fittings.
Gas Incandescent Mantles.
PETROLEUM INCANDESCENT MANTLES.
PETROLEUM INCANDESCENT BURNERS and LAMPS of all descriptions.

Lighting plants driven by Steam, Gas and Oil Engine to order.

Hongkong, 2nd January, 1911.

1966

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous prostration, loss of memory, loss of appetite, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensation, wasting disease, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valiant. Bottle Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equaled in all cases of poverty, impurity, or other impurities of the blood from whatever cause arising. Sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcomes and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, scurvy, scrofula, and glandular swellings, elevations, eruptions, and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, eczema, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breaks, abscesses, ulcers, wounds, gonorrhoea, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottle Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSWELL GATE, LONDON. Unprincipled Vendors may try to sell you something else for profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAIL
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL DREAM
and
P. & O. SPECIAL LIQUOR BOOTCH
WHISKY, &c.

ALWAYS IN STOCK
AT
REASONABLE PRICES.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
Wharf No. 11, March 1909

NOTICE TO SUBSCRIBERS.
FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:
DAILY—5s per annum.
WEEKLY—1s 5s per annum.
The rates for quarters and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional 1s. 6d. per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary subscribers at half-price.
By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.,
Hongkong, 2nd December 1908.

For Sale.

FOR SALE.

VEGETABLE and FLOWER SEEDS

GARDEN FERTILISERS,
Books on Gardening, &c.

USED POSTAGE STAMPS

In Single Sets, Packets and Bags.
All Patriotic Goods.
VIEW POSTCARDS.

MANILA CIGARS and CIGARETTES.

&c., &c., &c.
Inspection invited.

GRACA & CO.,
27, Des Vœux Road, Hongkong,
Hongkong, 18th October, 1910.

THERAPION MAY NOW ALSO BE OBTAINED
DRAGGE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION No. 1 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 2 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 3 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 4 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 5 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 6 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 7 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 8 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 9 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 10 is a rare and short time acting remedy, the use of which does irreparable harm by laying the foundation of nature and other serious diseases. It is a medicine of the kind, and surpasses every thing hitherto employed.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	\$1,000,000 \$1,000,000 \$1,000,000	\$2,029.50	2s for first half year ending 30.6.10 @ ex 1/4 = \$22.45	900 sellers 677
National Bank of China, Limited	99,925	47	46	4,000 \$1,000,000	\$30,552	2s (London 1/6) for 1908	380 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	none	15 for 1909	312
North China Insurance Company, Limited	10,000	15	15	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 205.19	Final div. of 7 1/2 % for '09 making 15 % in all	Tls. 151 1/2 seller
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$257,584	Final of \$20 per share, making 10 all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	877
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$7,703.7	12 for year ending 31.12.08 and interim of \$3 on account of 1909	190
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$43,406	\$6 and bonus \$2 for 1908	120 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$43,406	\$27 for 1908	162
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$3,777	5 1/2 % for 1906	88 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	none	2 1/2 % for year ending 30.6.1908	200 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$18,766	Dividend of \$12 for 30.6.10	330 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,000,000 \$1,000,000 \$1,000,000	15,161	3 1/2 % on Preferred shares on 7 for	560 sellers
Do. Do. (Deferred)	60,000	45	45	\$1,000,000 \$1,000,000 \$1,000,000	15,161	Final div. of 2 1/2 % per sh. (coup. 14) making 10 all 4 1/2 % per sh. for 1908 & an int. div. of 1 1/2 % per sh. on acc. for 1909	739 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$1,000,000 \$1,000,000 \$1,000,000	12,994	Final of 7 1/2 % for 1908 & an int. div. of 1 1/2 % for 1909	821
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	12,159	A bonus of 5 % for 31.12.08 & 30.6.10	512 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,090	5 1/2 % for half year ending 30.6.1910	124 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,158	5 1/2 % for 1897	222 sellers
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Final div. of 1/6 for the year 1910 making 15 % (coupon No. 15)	Tls. 15
Headwaters Mining Company, Limited	60,000	10	10	\$1,000,000 \$1,000,000 \$1,000,000	none	First year	10
Raub Australian Gold Mining Company, Limited	20,000	1	1	\$1,000,000 \$1,000,000 \$1,000,000	1,435	1 1/2 % per share 1st dividend	3
Oriental Consolidated Mining Co., Ltd.	500,000	10	10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Final of Gold \$0.65 for 1909 in all G. \$1.25	376
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gas) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$8,460	11 1/2 % for year ending 31.12.10	55
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$25,000	5 1/2 % for 1909	353 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	1,435	5 1/2 % for half year ended 30.6.1909	353 sales
Shanghai Dock and Engineering Co., Ltd.	Tls. \$5,700	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Final of 1 1/2 % making Tls. 6 in all for year 1904-1910	Tls. 68
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of Tls. 1 for 1910	Tls. 95
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Tls. 6 for year ending 31.12.10	Tls. 97 sellers
Central Stores, Limited	10,123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	1,435	8 1/2 % for 1904	824 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	1,435	5 1/2 % on old shares \$1.50 on new shares for half year ending 30.6.10	369
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of \$1 for 1910	369
Hongkong Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	45 cents for 1909	369 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	1,435	5 1/2 % for 1909	369 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of Tls. 1 for 1910	Tls. 100
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of \$1.50 for 1910	740 buyers
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Tls. 11 for year ending 31.10.09	Tls. 85
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	50 cents for year ending 31.7.08	341
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Tls. 7 1/2 for year ending 30.9.09	Tls. 46
Lao-nag-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Tls. 6 for 1909	Tls. 48
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Tls. 35 for 1909	Tls. 145
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000	1,435	1 1/2 % per share for 1909	38 sellers
China-Borneo Company, Limited	60,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	1,435	60 cents for 1909	59
China Light and Power Company, Limited	10,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	1,435	60 cents for year ended 28.2.06	95 cents buyers
Do. Do. (Special shares)	10,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	1,435	60 cents for 1909	57 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	\$1.20 for year ending 31.7.09	172
Dairy Farm Company, Limited	40,000	\$2 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of 15 cents per share for 1910	315 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	14 per cent. v/c \$1.40 for 1909	312 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	312
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of \$1 per share for 1910	312 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of \$1 per share for 1910	312
Hongkong Roasting and Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of \$1 per share for 1910	312
Meatschappij de Mijne, Bosch en Landbouwexploitatie in Langkat, Limited	15,000	G. \$10	G. \$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	Interim of \$1 per share for 1910	312
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	80 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.10	312
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	None	312
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	None	312
Shanghai-Sumat & Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	1,435	No dividend this year	Tls. 105
Societe des Papiers et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Halpang Nominal	50 Halpang Nominal	\$1,000,000 \$1,000,000 \$1,000,000	1,435	First year	312
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	1,435	None	312
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	1,435	None	312
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	None	312
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	15 % per ordinary sh. for year ended 31.5.10	312
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	15 cents for 1909	312
Watson (A.S.) & Co., Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	1,435	5 1/2 % for 1909	312

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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DEATH.

On December 6, at 40, Chapoo Road, Shanghai, LING JET ON M.D. aged 61 years.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 47, Des Voeux Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, JANUARY 6, 1911.

THE PORTENTOUS DECADE.

(31st December.)

When the history of the past ten years comes to be written, it will be described as the interval between the Victorian and the second Georgian era. The period of King Edward the Peacemaker will be remembered and loved and revered as was the reign of that good King, Edward the Confessor, whose laws and customs were constantly appealed to by the English people against their Kings, and even by the Norman nobility, who so quickly became a part of that people. The wound made by the death of our King Edward is too recent, it is still too painful to permit our minds to dwell on the gravity of his loss to us, or to do more than point out that in the heavy days before us, many will cry out "Oh, for the laws and customs of good King Edward!" Ten years ago, English men saw with loyal and regretful hearts the inevitable decline towards the grave of that venerable lady Queen Victoria, who has already been surnamed "The Good," whose reign is unparalleled in all history among all nations. Ten years ago the doors of the temple of the British Janus were, as usual, open. The Boer Commandant, General Louis Botha, now in an unprecedented political position as Prime Minister of United South Africa, was attacking the Forces of the British Sovereign and waging war upon her people. Ten years ago, on January the 1st, 1901, the Australian Commonwealth was inaugurated with that solemnity and splendour which befit the birth of a new nation. The Earl of Hopedale was perhaps one of the last of the representative nobility of Britain who will be called upon to preside at a similar ceremony. The birth of a nation which as yet we will not venture to dignify by the title of sister to Australia, has only recently been blessed by the presence of that Uncle of His Majesty the King, who will be remembered by many in Hongkong, H.R.H. the Duke of Connaught. That South Africa may become in truth a Sister Nation to Canada and Australia is, indeed, our fervent prayer. New Zealand, too, has become a Commonwealth, disdaining the humble title of Colony. Her experiments in democracy will be watched with anxiety and, we hope, without pain, by lovers of the Empire during the decade which lies before us. We wish that we could record that the enormous increase in the volume of the trade of the United Kingdom itself has coincided with a similar increase in the well-being of the poorer classes. In spite of the lavish promises of a Socialistic Government, the poor are more with us than ever, and the crime of our English Poor Law system still cries to Heaven for vengeance. We do not see that we have any further subjects on which we are to congratulate our British fellow-countrymen. A few small changes may be noted, such as the result of Mr. Haldane's chief thinking, to the substitute of the name "Territorial" for that of "Volunteer," in the course of a so-called reform of our Auxiliary Forces. In the Navy, ships are, as usual, getting bigger than ever, and as usual British ships fewer than ever. The same may be said of our Mercantile Marine. We have lost Lord Salisbury. One hundred years ago we lost Pitt in the same decade. It is with no very great complacency that we cease introspection and direct our attention to the affairs of other nations. Germany, it is true, has suffered no great calamity; the disputes as to whether His Majesty the Emperor said something either wise or foolish, or telegraphed it, or whether his Chancellor said it or instigated it, or wrote it, or telegraphed it, seems to be more of concern to German Socialist journalists than to that great, sober and well-trained nation, which already has the hegemony of Central and Eastern Europe, for Russia can no longer be said to be a European nation now that she has been conquered by an Asiatic people from without, and is still under the slavery of a Tartar element from within. It is not an event to record but a fact to rejoice over that the oldest and most venerable of European Monarchs, Francis Joseph of Austria, is still with us. *Gott erhalte ihn!*—It is surely no fault of his that an era of Treaty-breaking has been marked by the annexation of Bosnia and Herzegovina. Personally, we think the Bosnians very lucky. France, beloved by all wise Englishmen, as, indeed, she was by our late wise King, is busy trying to avoid making History, having at last realized that that country is happiest which has no History at all. But, as usual, she is quarrelling with herself, and has got herself mixed in that silliest of quarrels, a religious one. The most appalling earthquakes that History records have occurred in the South of Italy and in Sicily. As usual the House of Savoy proved itself worthy to be the Chief of the Italian people, and Victor Emmanuel the Second showed himself no mean descendant of his Warrior Ancestors. He was ably assisted in his heroic work among the ruins of his shattered cities, saving life and succouring the wounded, by his brave and beautiful wife, Queen Helena of Montenegro, daughter of the latest made of Kings, that brave old Warrior Nicolas the First. Another kingdom came into being, and Ferdinand the First may pride himself on being the second real King of the House of Saxe-Coburg-Gotha. Albert, the grandson of Leopold of the same House, who was honoured by the affection and intimacy of Queen Victoria, has succeeded that other Leopold, who was not to be honoured. Holland has contributed

to her importance in the world by showing that she can be happy under one Queen and confident of being equally so under the rule of another. Queen Wilhelmina's daughter was a welcome addition to the number of Princesses in Europe. We do not know whether Norway is to be congratulated or not on her severance from her sister of the Scandinavian peninsula. The Norwegians are so brave and so free a people that we Britains have always loved them well, and greatly as we regret anything which may tend to discourage the hope of a United Scandinavia, we cannot refrain from congratulating King Haakon the First and the gracious English Princess, who is now his Queen. Of Spain there is little to be said; King and Queen appear to be deeply loved and to deserve it. Their family is steadily increasing. This is our only consolation in our fear lest his courage, for he is brave even to rashness, will cost him his life. Affairs such as that of Barcelona may, we hope, not occur in the ensuing decade. In the western part of the great Iberian peninsula, Fair Lusitania has to mourn the death of a king and of his son and the birth of a Republic. Other assassinations of the past ten years are the unspeakable business of the hacking to pieces by midnight murderers of King Alexander and Queen Draga of Serbia, whose blood, another new-made King, one Peter Kara-georgewitch, has been unable, or unwilling to avenge; the shooting of that able politician President McKinley at the Pan-American Exhibition at Buffalo; and of one of the makers of Japan, Prince Ito, by a Korean fanatic or patriot. The latter murder was useless for his country, for one of the first actions of Prince Ito's successors in the Government of that unhappy Kingdom Korea, was the open deposition of the puppet Emperor who, now degraded, or as some would think, elevated to the rank of a Japanese Prince, displays his homage or his slavery at the Imperial Court of Tokyo. It would be well for our hopes for the realization of the Brotherhood of Man if the age long struggle between Europe and Asia, begun at Marathon, continued at Arbela and through the Centuries at Chalons, at Toulouse and under the walls of Vienna in 1683 has been ended for ever by the taking of Port Arthur from the Russians and the decisive victory of the Japanese in the Straits of Tsushima. The first decade of one hundred years ago is memorable to all students of Naval History by the glorious names of Nelson and Collingwood; the Japanese of one hundred years hence will speak of Togo and his gallant comrades as we do of our ancestors. It is well, however, to remember that our men of Nelson's day had to fight against heroes. The French of Napoleon's time were of a greater mould than the flabby Russians of the days of the Douma. In this connection, it is not unworthy of remark, in view of the fact that future History will surely use the two events for purposes of comparison, that the Russian officers who lost their ships at Port Arthur were engaged in a festival on shore, and that not quite a hundred years ago those British officers who were about to change the face of Europe at Waterloo left a ball-room for the field of victory. The indecisive battle of Moukden—for Kurapatkin made good his retreat—was followed by an indecisive peace. Manchuria still remains to Asia what the Netherlands once were to Europe. This does not promise well for our longed for Brotherhood of Man. Will the events which occurred early in 1903, whose effects we are still feeling to this day in China, conduce to the same end? We do not wish to reopen old sores; the Boxer tragedy is still too fresh in our minds. We think that the less said about that terrible business the better, at least to-day when the coming of the New Year makes us pray for forgiveness all round, for if we have much to forgive the Chinese we also have much to be forgiven. A figure in History, less important, we think, than that of Li Hung Chang, disappeared in the person of the Empress Dowager. At another time we may have to discuss her career; on this occasion we can do no more than note her passing. Turkey has removed the Sultan who was called—or mis-called—by the English newspapers "Abdul the damned." She has also removed all the pariah dogs of Constantinople to a desert island in the Bosphorus, where, having no other provision, they are eating each other. Turkey has also opened a Parliament. The members are busy making provision for themselves, but we cannot help wondering whether their fate will be similar. We have to record the greatest event of this century, the conquest of the air. We remember our grief in 1895 at the death of Dr. Otto Lilienthal, the proto martyr of Aviation, if by that barbarous word we must designate travelling through the air in a vehicle heavier than that through which it flies. Space will not permit us to enumerate the names of those who have laid down their lives in the struggle for this new conquest by man in an element, until quite lately believed to be unconquerable. Less astonishing, but perhaps equally murderous, is the development of the submarine-boat and most astonishing of all is the extension of wireless telegraphy to such a degree as to enable steamer Captains to denounce criminals by the Morse code from the middle of the Atlantic. Less important, but perhaps in the long run, equally troublesome phenomena, are the new shape of ladies' hats and the hobble skirt. The fashions of ten years ago were not as bad as that. With China and her affairs we shall not deal to-day; she is too vast for superficial comment and the great forces now in conflict within this mighty Empire cannot be dismissed by an easy pen in ten lines or by a casual glance at a historical essay of necessity incomplete.

TRADE-MARK DISPUTES.

(and January.)

In our Courts in Hongkong we are pretty well familiar with trade-mark disputes involving infringement of merchants' rights, and the restitution of pilfered privileges. But if European or Chinese firms whose trade-marks are registered in the Colony sometimes come to loggerheads over the disputed use of a sign used in the markets, there is not generally much danger, owing to the stringency of the laws, of any injustice being inflicted. But regarding the whole matter of trade marks in the East the European manufacturer has a good deal to complain about in the impunity with which his designs are pirated. In past years the Japanese frequently copied European trade marks and put spurious goods upon the market under a sign that did not belong to them. True, the Japanese Government, the better class of merchants and the Press have lost no opportunity of denouncing this practice, but it still exists. Recently, there were two cases—one in Tokyo and the other in Osaka. In one of these, we read, the injured man was satisfied with an apology which can hardly be regarded as a very satisfying reparation for a damaged business. Much, therefore, yet remains for the Japanese to do in suppressing the illegal appropriation of trading rights, although certainly a marked improvement has been made within the last few years. In China, says "Capital and Commerce," we have not had much cause of complaint in this respect, though there have been desultory cases of imitation; and as a rule they have been severely punished. One point which militated against the Chinese entering on this practice up to now was that they manufactured nothing at all, and that there was no sense in attempting to imitate trade marks. Where and when they could do it, they have not long hesitated. Trade marks have been imitated in soaps and some of the special brands of liquor which they concoct to the base of the drinkers in the low taverns. But it is amusing to find that there is extensive imitation of Japanese trade marks by the Chinese. It is possibly the irony of fate that Japan should be victimised in the same manner in which she victimised the Europeans. Mr. Ota, who was sent to China by the Minister of Commerce to investigate the several commercial questions, says in his report, that at a certain time there was a great decline in the sale of Japanese goods in China. This occurred, however, not as was generally thought because of the Japanese having reduced the quality of their goods in proportion as they thought they had obtained control of the Chinese market, but because of the great increase of the imitation of the Japanese trade marks in China. Amongst the list of goods thus misrepresented there are noted textiles, towellings, matches, soaps, writing paper and accessories, scents, umbrellas, etc. The chief centre of the imitation is said to be Shanghai. The Chinese go about their imitation business in a very energetic way. As soon as a high quality of Japanese goods appears on the market they imitate the mark and immediately register it legally. So that as soon as a merchandise of good quality is put on the market an inferior production comes on to compete with it, and, of course, the sale of the first is discredited. It is an undoubted fact China is the only country that could successfully imitate Japanese products, as it is the only country in which the cost of production is less than in Japan. Nor, with the growth of industries in China, is the crop of shoddy imitations in the markets of the East likely to diminish.

WIRELESS TELEGRAPHY FOR HONGKONG.

Sir J. Wolfe Barry, chairman of the Eastern Extension Telegraph Company, announced recently at the annual meeting that the erection of wireless installations is contemplated at the Company's Hongkong and Singapore stations, but that the details in connection with the licences for these stations had not yet been definitely arranged with the British Government. These negotiations, however, are still in progress, and there is no reason to doubt that they will come to a successful issue. Sir John Anderson, the Governor of the Straits Settlements, has been pleased to grant a licence to the Associated Eastern Telegraph and Eastern Extension Telegraph Company, and Marconi's Wireless Telegraph Company, Limited, for establishing and working a wireless telegraph station in the Cocos Islands. The station is expected to be in working order early in the ensuing year. The date of the establishment of the Hongkong and Singapore stations has not yet been announced, but it should follow closely upon the installation of wireless apparatus in Cocos Island, that isolated outpost of the Southern Ocean. The immediate use to which the Cocos station will be put will be to communicate with ships passing in the great trade route between East and West, and there can be no doubt that full advantage of the facilities presented will be taken by the passengers on these ships. It will mean, when the system is completed, that people on board ship in the middle of the Indian Ocean will be put into telegraphic communication with any part of the world. Beyond this, however, the Cocos installation may be regarded as one of the first of many such stations which will be eventually established at different points all over the East and worked in conjunction with the existing telegraphs. It is to be hoped that Hongkong may soon be brought into line in this respect with other ports and points of vantage scattered throughout the British Empire.

THE CHINESE IMPERIAL SENATE.

(3rd January.)

To the Tientsin Press, Limited, we are indebted for a translated copy of the organisation and rules of procedure governing the new Chinese Imperial Senate which met for the first time on the 3rd of October last year. In a general way the rules which are to guide the deliberations of the assembly have been made public already, but this verbatim translation throws some new light on certain points that so far have not been very well disclosed. It need hardly be repeated that the Senate has been established as a preliminary step towards the inauguration of Upper and Lower Houses of Parliament, in order to ascertain public opinion. The two Presidents are to be Princes, Dukes or Ministers of State of recognised merit and well versed in State affairs. This regulation, of necessity, leaves very great latitude for the exercise of discretionary selection on the part of the Throne; and, in fact, the whole organisation of this new body is permeated with the same predominating influence that the Imperial Head retains to itself. Senators are to be appointed by governmental selection or by election, and it is laid down as a first principle that within the Senate all are equal in despite of rank or standing. Thus we see the initial recognition by China of the great fundamental communal law of freedom of speech and action in assembly irrespective of rank. Carried to its ultimate conclusion, the observance of this principle must lead to the best possible results for the public weal, for it means that the deliberations of the executive body are guided not by selfish considerations but by earnest effort, to the best of their lights, to benefit the people; and in any legislative chamber constituted on those lines, intellect, integrity and constancy of purpose must prevail over mere sordidness of class predilection or party spirit. It would be no less than preposterous to expect that the spirit of the Edict with regard to the organisation and modes of procedure of the Senate will be carried out in its fulness, at any rate for the present. Even in England, where the system of government is admittedly republican, though nominally monarchical, we see at present a great conflict proceeding as between the people and the aristocracy. And if England has not been able since the days of Magna Charta to arrive at a final settlement of her internal conduct of affairs, or if Russia has failed in her effort to institute popular control of domestic legislation through the instrumentality of the Duma, surely it would be too much to hope that, by the mere enactment of an Imperial Edict, China should at a moment's notice, so to speak, throw off from her shoulders the trammels of arbitrary government which she has laboured under for tens of centuries. But on the other hand, the rules framed by the Imperial Government for the new Senate are reassuringly clear and so simple and straightforward that he who runs may read; and one cannot but admit, after thoughtful perusal, that they beget confidence in the present opening up of a new era of enlightenment and prosperity for China and her people. It is argued in some quarters that the Chinese as a whole are not yet educated up to a point which would justify popular government under provincial assemblies and that they did not desire it. To our mind, such an argument is utterly absurd. The same calumny was asserted recently regarding the Portuguese. The Chinese nation, as a matter of fact, are particularly alive to the need for representative government, and they have peculiar capability of managing their own affairs once the incubus of officialdom has been removed from their midst. In the composition of the Senate, there will be only a partial removal of the official reactionary element; and regarded in a broad sense it will rather resemble the Government of a British Crown Colony, if we are not timorous of comparing a great assembly controlling a population of millions with a small affair such as the Administration of Hongkong. That is to say, the predominance of voting power must ever remain on the official side. But as we have already said, the comparison is not apt in proportion though it is true in fact. It is too much suggestive of Triton among the minnows. The functions of the Senate are to deal with—(1) The National Budget, (2) National Revenue and Expenditure, (3) Revenue Collection and Public Loans, (4) Legislation, compilation of new laws and revision of old, not including the Constitution, (5) Matters specially referred to the Senate by the Throne. Except, therefore, for the unequal partition of voting power, the Senate will fulfil much the same functions as those which are exercised by the British House of Commons, but will also be subject to the final imprimatur of the Throne. It is interesting, by the way, to notice that in defining the conditions of eligibility or otherwise of a Senator selected from the Imperial Clansmen or Goro of Baron rank, disqualifying conditions are imprisonment or exile, bankruptcy, opium consumption and illiteracy. No one can deny that any of those disabilities is quite sufficient disqualification for appointment to a high post, but we are inclined to think that were the same regulations to be stringently applied through all ranks of officialdom in the East there would be considerable compulsory retirements from governmental service.

THE NEW VICEROY.

(4th January.)

Yesterday's ceremonial welcoming of His Excellency Chang Ming Keo on his way through Hongkong to take up his new duties as Viceroy of the Two Kwangs was

certainly not devoid of any of those marks of respect which are due to an official to whom the great honour has been done by the Chinese Imperial Government of appointment to this important office. But in the midst of all the greetings and god-speeds of arrival and departure one is apt to forget the more real issues that follow. We all join cordially in wishing His Excellency high success in his administration of the Southern Provinces, but are rather apt in the midst of our congratulations to be somewhat oblivious to the grave responsibilities which the new nominee of the Throne is called upon to face in his fresh field of labour and endeavour. Conferment of promotion is generally assumed to imply added burdens of service. In most cases it does. If it brings enhanced emolument, it also brings a greater task. So that in the primary sense His Excellency Chang would have had to be quite prepared to accept with equanimity the added responsibilities that are the natural concomitant of preferment. But in reality, the young Viceroy has been called to a mission in the performance of which he will have to undertake a more than ordinarily heavy duty. His Excellency certainly does not lack in any of the abilities that go to the making of an administrator. He is young, ardent, a temperate Reformer, a brilliant scholar, a man of varied experience in the Imperial service; and the rapidity with which he has passed through successive grades in that service testifies to the brilliancy of his talents and his integrity of purpose in working for the public weal. In his new office H. E. Chang will require the exercise of all his acknowledged gifts and experience in the conduct of state affairs. The vicerealty of the Two Kwang Provinces has never been a sinecure by any means. On the contrary it has taxed to the utmost some of the most eminent administrators in the Chinese Empire. At the present moment, more than ever, it is fraught with difficulties and delicate diplomatic obligations. In Hongkong, whose vital interests are so much bound up in the trade and commerce of the Southern Provinces, we are impelled to follow with the liveliest attention all the doings of the Canton Yamen. In past years there has been admittedly from time to time considerable friction as between our Colonial Government and the Canton authorities over concerns varying as much in their complexity as in their import. Only very recently there was trouble in connection with the opium traffic, but as that matter appears to be still *sub judice* as between the British Government and the Chinese Government, it may be as well to refrain for the present from further touching upon the matter in dispute. But whatever be the outcome of this contentious affair, the opium traffic regulations will be one of the most important problems with which Viceroy Chang will be confronted at the beginning of his viceregal reign. Another highly important sphere in which His Excellency's activities will be employed is that of railway building and development. Fortunately, as we are aware, his sympathies are all in favour of railway expansion as being the best of all means of opening up the interior of China, exploiting its vast deposits of natural wealth, furthering the trade and commerce of the country, and improving the conditions of its people. Very likely it will be under his régime that the Kowloon-Canton Railway is connected up, which in itself will be a distinguishing mark of progressiveness that will always be associated with his tenure of the vicerealty. At the reception given to His Excellency at the Chinese Club, yesterday, the Chairman, Mr. Lau Chu Pak, referred also, in his address of welcome, to some of the reforms which the Chinese hoped would be instituted under the new Viceroy, especially the suppression of gambling and robbery, the improvement of national relations as between China and other Powers, the betterment of commercial conditions, and the policing of Canton. Another subject which it was hoped that His Excellency would lend particular heed to was the adjustment of the financial system of the territories under his control. There can be no doubt that this is a department of administrative life in which Viceroy Chang is well qualified to lead. His work as Governor of Kwangsi fully testifies to that fact. When he assumed the reins of office there the financial system was very much strained; the Province had not yet recovered from the destructive results of the rebellion. But under his wise direction things financial were put straight. In Canton we can safely anticipate that his efforts will meet with equal success. In the course of his reply to the address, His Excellency gave every assurance that no pains would be wanting on his part towards improving the existing conditions in the Kwang Provinces. With reference to the suppression of gambling and robbery, H. E. Chang put forward rather a novel suggestion—namely, that it would perhaps be a good thing to punish offenders by sending them to Manchuria, thus at once ridding themselves of undesirable characters and exploiting the northern lands at present lying waste. This is certainly a scheme which possesses possibilities of success and it will be interesting to hear the result of the deliberations that will no doubt take place as to its ultimate practicability.

BRITISH SAILORS FOR BRITISH SHIPS.

(5th January.)

In no British Possession more so than in Hongkong can be impressed the paramount importance of the question of how to secure British sailors for British ships. In years gone by we have seen our dearly-won trade routes encroached upon by the foreigner without a finger of ostensible restraint being held up by the Imperial Government to conserve the last rights of her far-travelled sons engaged in trade.

HONGKONG TRADE IN 1910.

A GLOOMY YEAR FOR SHIPPING.

BOOM IN RUBBER AND OPIUM.

BRIGHTER PROSPECTS, DAWNING.

NEW ERA OF PROSPERITY PREDICTED.

31st December. In looking back over the trade of our Colony in 1910, we are not able to see much to congratulate ourselves upon, but on the other hand a great deal to make us realize that we have indeed passed through a period of particular stress, which has not been paralleled for many years past. In the first instance there is to be taken into account as an important factor in the matter the great stringency of money which has been the consequence of the financial crisis in China. So many banks closed their doors during the year, and so many leading houses had to suspend business, that money became exceedingly tight and trade was very adversely affected all round. Every single department of business and maligned influence of this state of depression and stagnation in the particular year was staved. Another notable movement which led to the loss of working capital, to satisfy the Colony's working requirements was the boom, which had the effect of bursting a good many figures in the ranks of investors and has tied up great sums of money in a product that cannot reach a high volume of supply for several years to come. In our great shipping industry, things have been as unsatisfactory as they possibly could be. Low rates of tonnage have ruled throughout the year, and at the close of the month the outlook is not one which is improved. The money crisis had a bad effect on the chartering business from which it is likely to suffer for a while yet. The cause of the decline in rates is attributed to the decreasing demand, combined with the freer offering of tonnage and it is feared that some steamers trading to South will find it difficult within the next few weeks to obtain a freight from whatever port they happen to terminate their present charter. A fiscal recovery may not be looked for until the end of February when the Saigon rice-crops may be available for export. In the property market, too, things have gone up all round, and the smaller number of houses, better prices, than last year. The sugar trade was very bad during 1910. Exports increased largely, and reductions in rates have been consequent upon competition on the market being keenly followed up. In the opium trade we have seen the inauguration of a revolution and also partly the operations of the same. In years to come, opium exports will disappear altogether under the present suppressive regime. We can only express the hope that the year 1911 will prove brighter and happier than its predecessor.

SHIPPING AND FREIGHTS.

At the beginning of 1910, only a moderate business was being done in the local shipping market and the supply of tonnage seeking employment was gradually increasing. But this state of affairs changed for the better as the month progressed; a demand for tonnage from Saigon to the north had again appeared on the scene. The Saigon market opened with a boat accepting 14 cents but this rate trended upwards until it had reached 15 cents per picul. For Dalgay and Chiffo from Saigon there were several sailings at 24 and 26 cents. February rates showed a decline. The only feature of interest was the renewal of the charter of five of the Norwegian steamers, running from Hongkong to Saigon for the China-Siam Steam Navigation Co. for another period of 12 months at somewhat enhanced rates. During China New Year holidays prompt tonnage was in abundance and readily accepting a poor rate offered. In March, Saigon is a centre of attraction for shipowners, but it particularly proved a source of disappointment to them at that season of the year; yet rates improved to 15 and afterwards to 18 cents. The general tone of the market, however, and especially in the South was a decidedly better one. A fair amount of chartering business was done. For the South orders were very numerous and the shortage of tonnage served to sustain rates upon a very firm basis. In all sections rates rose considerably, and more business would have resulted but for the scarcity of freight.

In April, the interesting feature of the freight market was the continued upward tendency of rates, caused by the good demand from Saigon and the Philippines to Hongkong, especially in the latter direction. Hongkong also was continually applying for tonnage for Hongkong. With the opening of the Northern ports the Yangtze market became firmer, and good business was confidently anticipated. Much the same state of affairs continued until the end of April, with orders being left unfulfilled as practically all available tonnage was employed and owners did not business which did not suit them at the rates offered. There were heavy arrivals of grain from Saigon, and rates declined a point. In May there was not much activity in the freight market, but the general feeling was better. The Canton demand for beans and bean-cakes collapsed and inquiries for outside steamers therefore vanished. Chartering was light throughout the second part of the month and offers of tonnage limited. Rates advanced to 20 cents on the Saigon run. From the Yangtze it was reported that there was no loose tonnage seeking employment, but the demand was less owing to the stoppage of the export of cereals from the river ports.

The latter part of June presented a very miserable outlook from an owner's point of view and the business done was comparatively small. Heavy shipments of grain from the South brought rates down again to 18 cents; whilst the N. R. reported rates all round declining and very little demand.

The second half of the year opened with a very feeble market with hardly any orders above paying levels in the market. On the Newchwang run only the few charterers' steamers did any business. Till the end of July, trade all round was unsatisfactory and the market was almost bare of orders. Northern freight, which had looked promising, was practically dead. August showed no improvement, and rates showed a decline on the Yangtze. The Northern market showed signs of demoralization. The whole bulk of business was dull and inactive and suffered from the financial crisis in China. Freight rates continued to low that if last orders were considering whether it was not better to lay up their boats than to ply them at the rates offering. Competition was begun on the Saigon run against the regular liners and a rate war was begun. Some tonnage for prompt loading, Saigon-Java, was booked. In the North the volume of trade did not warrant the employment of outside boats; but as the Newchwang season opened a big increase in the Yangtze trade was anticipated. The first two weeks of October were bad generally with small demand for tonnage except to Saigon and the Philippines. In consequence of the

of business was done at \$1.10 for New and Old Patna and \$1.20 for New Benares and later on at \$1.30 for New Patna, \$1.35 for Old Patna and \$1.40 for New Benares, with the market remaining steady, but towards the end prices began to drop and a fair business was put through in the early days of December at \$2.10 for New Patna, \$2.20 for Old Patna and \$2.30 for New Benares, with a progressive advancement in rates, which touched at \$3.50 for New Patna and \$3.50 for New Benares. At the close of the year the market is quiet.

PROSPECTS OF THE TRADE depend entirely on the vagaries of the Chinese authorities. Though the British Government are faithfully adhering to their yearly 10% reduction of export yet it remains a great deal with the Chinese government to carry out their part of the contract. Apart from this, with the question of the monopoly and the new tax, the trade is harassed a great deal and it is impossible to make any sort of assertion when it will be settled, considering the determination of carrying it out very strong with the authorities. At present, it is still pending solution and parleys are carried on now between the Foreign Office and the Waiwupu.

STOCK EXCHANGE. Probably, no year has opened with greater promise than 1910. Trade was good and the share market was healthy and active. By March, however, the business in Rubber shares had reached high proportions all over the world and developed into a "boom" the like of which has never before been affected to many business circles. The end of March saw the top of the boom and prices then broke with the rubber and rubber shares and have sagged away steadily ever since.

Hongkong caught the fever and joined in the general gamble. Fortunately, the shares purchased were mostly in sound companies and although too high, prices were paid in many cases there was always a market to sell in London or Singapore. It is impossible to the credit of the Hongkong Share Brokers that the business was restrained in this way.

In Shanghai the gamble took the form of buying shares in locally floated companies at absurdly high premiums and the result has been most disastrous.

The Shanghai Speculators' Fall-out of unsaleable shares at a value in many cases has dwindled to a small minimal figure and the losses caused have been enormous. It will be a long time before Shanghai can recover from the shock of the rubber collapse.

Shanghai is intimately associated with Hongkong in share business and her present deplorable plight no doubt affects very adversely the Hongkong share market generally.

Hongkong has had a bad time of it since March, but it is still to be seen how heavy depreciation but many local stocks have

Stocks	Jan. 1910	Dec. 1910
Hongkong and Shanghai Banking Corporation	1000	500
Union	1000	500
Doong's Steamships	1000	500
Indo-China	1000	500
China Sugar	1000	500
Indo-China	1000	500
Wharves	1000	500
Shanghai Docks	1000	500
Pongmoo Wharves	1000	500
Humphreys & Co.	1000	500
Shanghai Land	1000	500
China Provident	1000	500
Green Island	1000	500
Ropes	1000	500
Union Waterworks	1000	500

A FEW CASES OF APPRECIATION, notably in Canton Insurance at \$4.15 to \$4.85, but on the whole the shrinkage has been very severe indeed and, when added to the decline in "rubber," it is small wonder that business in stocks and shares is in a bad way.

However, Hongkong and Shanghai (especially the latter) have great recuperative powers and it is to be hoped that bumper crops in mid and north China may tell their tale and that the future may have better times in store for the business communities of Hongkong and Shanghai than the immediate outlook would appear to warrant.

Hongkong is no doubt suffering from loss of trade and shipping due to the decline in rates and the increasing demand for the opium trade, which will hit her very hard. Possibly, NEW TRADES MAY GROW UP

and new businesses be evolved, but they do so very gradually and probably Shanghai will be humming again before Hongkong shows much life.

LANDED ESTATES.

In the property market, there was an improvement all round, but especially in the Western district. Recent sales have gone up all round. In the North and Kowloon there have not been many sales, but the prices have all been carried through at much higher rates than in the ruling last year. Like all other departments of business in the Colony, the property market fell severely in the financial crisis through which we have passed in the course of the twelve months, bringing in its train numerous failures and bankruptcies. But for consequent stringency of money, property would have been in a much stronger position at the end of the year and there would certainly have been more sales to report.

KEROSENE OIL AND PETROLEUM.

During the first eight months of 1910, prices remained steady in comparison with those of 1909, but since then, gradual reductions have taken place, until the price is now about \$1.00 per case less. This makes us give credence to the many reports which have appeared in the Home papers, to the effect that there is a price war between the Asiatic Petroleum Company and the Standard Oil Company, with the intention either by reducing prices or increasing the consumption of kerosene by the two Companies to an agreement as to its prices. The result, we understand, is undoubtedly beneficial to the consumer, for on reliable information we are informed that the consumption of oil in China for 1910 is at least 15 per cent over 1909. Again, we may say that this increase in consumption should not be attributed entirely to the reduction in prices referred to, but to the continued activity on the part of the two importing Companies in placing the oil at all the principal distributing centres in the interior of the Chinese Empire.

YARN MARKET.

The year under review generally speaking has been a good one for the yarn trade. Prices have throughout kept up very well and at present, maintain an abnormal level.

FIBRE GOODS.

This staple Fibre Goods trade during 1910 must be regarded as satisfactory to importers and buyers alike. The continual advance in

the price of raw cotton since the early months of the year combined with a fairly steady exchange has enabled native holders to dispose of their stocks advantageously and there can be little doubt that on the whole the period under review has been a fairly profitable one to all concerned.

The position to-day is quite healthy.

A GOOD DEMAND

from other sources has greatly strengthened the home market and this factor combined with that of a short cotton crop, has convinced both the Chinese buyers and foreign importers of the necessity for replacing their much depleted stocks if they wish to secure any cargo for the early months of 1911.

As regards the Fancy Goods branch of the trade, RESULTS ARE NOT SO ROSY.

Unfortunately, the major portion of this business is done on credit terms and it is matter for regret that no discrimination is not exercised in this connection. A glaring instance of such trading was commented upon in the columns of the local Press some time ago, when it was shown that a native firm with a capital of \$50,000, actually

TRADED TO THE EXTENT OF OVER \$1,000,000, with disastrous results to its firm in question and to the market generally. Further, there is a tendency on the part of some importers to increase their business by creating facilities in the way of credit to small native firms whose financial resources are not such as to warrant this confidence. Our market has undoubtedly been much benefited by the fact that the factories in the North brought about by reckless speculation in Rubber shares and the consequent stringency in the money market has compelled many native dealers to dispose of their stocks whenever opportunities offered on almost any terms in order to meet their engagements. The result is that a very substantial amount of this year's cargo must be carried over into 1911 and naturally new purchases for this spring trade will be proportionately curtailed.

SUGAR.

The trade in sugar has been bad generally. In the beginning of the year in April, there was a good demand and prices went up as a result of which considerable money was made and good profits resulted. After this, there was no business and prices gradually came down to \$3.10, but 1/2 of the price. In the case of white sugar, for example, the highest price reached was \$1.70. The present quotation is \$1.70.

Recent reports from Java state that business was still at a complete standstill and a later report was to the effect that a very weak tone continued to predominate, the sales being next to none. The latest report goes to show that after a long standstill, demand has recovered at last for the open crop, while the 1911 crop is a neglected business of some importance was done. Up to October last, 3,363 piculs were imported, while the figures for the same period last year were 445,633. The reason for the fall in prices is the fact that there was a good beet crop in Europe. In the Chinese market, prices have gone down owing to heavy failures in Shanghai, mainly owing to speculations in rubber and tightness of the money market. There has been no market for refined sugar. Previous to this, white sugar was sent to India but no market being found, there for this purpose, it is now sent to Hongkong. Prices have come down daily, which has had a bad effect on refined sugar, prices for which have been reduced gradually, for both the refined and the raw product. Under usual circumstances, there has always been a brisk demand for both refined and raw sugar during the moon-cake festival, but this year, owing to the failures in Shanghai, the tightness of money and business generally, the consumption of sugar has decreased.

FLOUR.

Imports for the year 1910 from America amounted to 2,999,000 bags, or 277,000 tons less than in 1909. The year has been marked by several losses among Chinese here. Prices of American markets being very high in the earlier part of the year, stocks accumulated here. The flour is not keeping very well and heavy competition has to be reported of mills in Shanghai with flour made from native wheat, but since the latter half of the year, things have again changed. In Shanghai, wheat stocks have practically exhausted until the next crop. This means that the flour business originally taken away from Hongkong by Shanghai mills has practically been returned and to-day, Canton, Swatow, Amoy and Fuchow are doing a big trade in flour from this market. This has enabled the dealers here to regain to some little extent their losses and call in part of a very serious amount, not less than half a million, although there has been some loss in the amount of flour imported, as shown from the year before, that would be more than offset by heavy purchases that have been made and yet to come forward, so that it will show in exports at the end of the year returning properly, when it is anticipated that Hongkong will again have regained largely her lost trade. The imports of flour from Australia have fallen away to under 500,000 bags.

WINES AND SPIRITS.

In the wine and spirit trade generally business has been very bad during the past year, and many firms have, as a consequence, given up their licenses. The imposition of the liquor regulations and duties has not tended to make the wine and spirit trade a very pleasant one to be engaged in. The duties are, as a matter of fact, very high, and a large amount of capital has to be locked up in paying duty on the goods, which may not be sold for months after the duty has been paid on them. A large amount of extra work has been put upon the shoulders of firms who do a large business, and this has entailed in the case of many, an increase in the clerical staff. Under the present depression this extra drain on the finances is felt very acutely. New sets of books have had to be introduced in connection with the bonded warehouses, applications for permission to remove goods, for permission to export goods, for permission for various other matters, have to be made out and this coming on top of a bad year, has been a source of considerable vexation to those engaged in the trade.

DEATH OF MR. MOK SHIU PAN.

3rd ult. We have to announce the death of a well-known Chinese Koba resident, Mr. Mok Shiu Pan, who died at his residence in Hongkong yesterday morning. The deceased came down to Hongkong about a year ago from Koba, where for many years he had carried on a very successful business as a merchant, under the style of Yee Wo. He was also proprietor of the "Monkey Brand" of matches. Mr. Shiu Pan was one of the leading Chinese at Koba and his hospitality was proverbial. Chinese gentlemen passing through Japan invariably called upon him and were always royally entertained at his magnificent mansion and garden. On two occasions he was commanded by the late Emperor of China for his liberality and he was the recipient of a distinguished rank.

CASUAL CRISIS.

COCAINE REGULATIONS.

On and after the 1st December, 1910, the manufacture in China by Chinese and foreigners of cocaine, and of syringes, needles, and such-like instruments for the use, is absolutely prohibited; and the importation of the same into China by Chinese and foreigners is likewise prohibited, except in the case of duly qualified foreign medical practitioners, foreign chemists and druggists, civil hospitals established by government in any province, military and naval hospitals and surgeons, and medical colleges of any kind complying with certain conditions.

NOTES BY THE WAY.

A Happy New Year and many of them to all my readers!

It was a happy thought that prompted His Excellency to confer a peculiar honour on Sir Henry May last Thursday. Sir Henry during his tenure of office here has proved himself a hard-working official, a sportsman and a gentleman. His future career will be watched with interest. *Homeboys* to the genial Colonial Secretary and his family.

Another well from the community. A number of "sham" sportsmen have been giving free play to their sporting instincts and threaten the entire extinction of bird-life in the Colony. These human magpies certainly ought to be discouraged by every means in the Government's power, as the matter in question is a peculiar form of nuisance from which the Colony has never been entirely free.

A Continental medico has made the startling discovery that modern life is far too comfortable. He has issued a grave warning in which he declares that humanity is losing its power of resistance. It was only the other day that one of the persons whose chief glory lies in dabbling in statistics calmly announced that the world was going mad, so the latest comparatively mild statement need occasion no particular alarm. What would the doctor have us do, I wonder? Would it delight his soul to see us exercise all the rigour of the religious recluses whose imagination has been fired by fanatical fervour or would he prefer to see us devise means for the infliction of self-torture in our everyday affairs? One of his arguments is that modern man, watched over and taken care of by the police, loses the ability to struggle for himself. It would be interesting to know how the worthy gentleman would care to stay in this little Colony of ours were "Hobbes" to be correct? Probably, in such a case he would have every opportunity of bringing his powers of self-protection into vigorous use, but how far he would get in undergoing the process is a moot point. This again, the popularity of lifts, tram-cars, omnibuses, and motor-cars is a serious danger. He advised Parisians not to make use of underground street crossings unless they are old and feeble, but to face bravely the perils of dodging the traffic, an exercise which presents excellent opportunities for the display of coolness, courage and ready decision. "Again," says the doctor, "by all means let life be constructed, but label them. In need, for preference, for the use of old ladies and the feeble." Self-respect will do the rest. Those in search of hobbies might try this new form of diversion. It is "bound to prove a novelty of no uncertain type."

A French writer in a Paris Journal has been making a fascinating study of the modern development of woman. According to him woman's youthfulness, as we understand it to-day, is purely fictitious. The enlargement of her activity will destroy a conventional barriers. Women writers and artists, the women who, by reason of their drier, come into contact with the happiness and suffering of the masses, enjoy almost always a prolonged youth. At an age when the workless women of the Faubourg St. Germain and of the bourgeoisie have disappeared from the world of the living, those at the head of the dramatic and musical movement are entering upon their second youth. And the result of this prolongation of the preceding periods of life will have its effect in the prolongation of childhood, of the time given to the formation of body and mind. Truly a beautiful ideal of womanhood.

In Hongkong, where so much is often heard of the people's so-called musical tastes, the principal of the following stories will be recognized as the exact prototypes of those who pose as musical critics. It appears that a correspondent of a musical paper knows of a lady who wrote a musical score for a song called "The Old Black Mare." The reply was that they had not got it, but could supply "The Grey Ass." This may go with the story of the music seller who being asked for a copy of Rossini's "Maze in Egypt," said he was out of stock of that work, but could supply "Ehren on the Rhine."

The following delightful anecdote will be appreciated by local readers of the wit of "Talking about cricket," said Private Pate. "I recall a match I once took part in during the late Boer War. We had made a bat and some wickets, and were having a game among ourselves, quite unaware of the enemy's presence in our vicinity. I was batting, and as I saw the bowler raise his arm, I shall come with tremendous speed towards my wicket. Like lightning I raised my bat and struck it, and it went for six, and—" "Do you mean to tell me," exclaimed one of his listeners, "that you hit a live shell?" "Oh, dear me, no!" replied the private. "It was only an oyster-shell the bowler had sent down, instead of the ball."

In view of the approaching visit of a French aerial expert on these shores, the following story is distinctly apropos. It was an absent-minded traveller who had lately taken to ballooning. "Yes," he observed impressively, "it was a fearful journey. The machine, a thousand feet up, and no more ballast, and I had to struggle with it. I do what I can, but you know as well as I do what that has on a balloon. Yes, the peril was terrible." Then the old habit was too strong for him. "Then wolves detected our presence. A desperate race ensued. We felt their hot breath on the nape of our necks."

And here's another "In the Air" story. A firm of brokers, having been asked by a client to recommend a good investment, advised him to purchase the Five per Cent. Adjustment Mortgage Bonds of the Seaboard Air Line Railway. The order was duly executed, but after the certificate had been dispatched the client wrote asking his brokers to cancel the bargain, as he had come to the conclusion that airships were not a desirable form of investment.

Errors in inscriptions are proverbial. A Paris contemporary gives an example on new lines. A Cane maker of mortuary wickets was required to place on the ribbon "Rest in Peace, Au revoir." Two hours later his client desired to add to the tribute, and sent a telegraphic message with the request to add the words "in peace," "in Heaven," if there be room "on the ribbon." The letter was equal to the occasion, and improved upon it, so the mortician had the consolation of knowing that their good wishes were provisional, for the legend read: "Rest in Peace in Heaven, if there be room. Au revoir."

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LOTTERY RAIDS.

HEADQUARTERS OF CLEVER CANS DISCOVERED BY POLICE.

On Friday night, the Police arrested seven men for selling San Pul lottery tickets. Six men were arrested at No. 101, Wing Lok Street and one at No. 9, Jervois Street. The latter place is supposed to be the headquarters of the gang. The men were charged at the Magistracy this morning.

Chief Detective Inspector Hanson prosecuted. The first defendant admitted the charge and said he was an agent here and received goods from Ng-Chow to forward to Macao. No money was received in the Colony, all being sent direct to Macao.

The second and third defendants stated that they were winners. The remainder pleaded that they went to the premises to look for friends.

His Worship:—How many tickets did you sell?

Mr. Hanson:—About 400. They were carried in my office.

His Worship:—How much money did you sell in all?—\$138.46.

His Worship (To the first defendant)—who does this money belong to?—It's my property, and was paid to me in respect of old accounts.

His Worship:—As the first defendant pleads guilty I'll impose fine \$1,000 or 6 months' imprisonment.

Evidence was called and his Worship fined the second and third defendants \$200 or six weeks, and the fourth defendant \$50 or one month. The rest were discharged.

WORLD'S NEWS.

HOME RULE.

London, December 24.—The people of Ulster are anxious to have a record national Home Rule demonstration at Belfast, while towns in Scotland and England are also organizing meetings to emphasize the importance of maintaining the Union.

THE COLLIERIES DISASTER.

London, December 24.—Many bodies have been taken out of the P. & R. pit of Bolton.

THE ESPIONAGE CASE.

London, December 24.—The newspapers agree that the verdict of the Supreme Court at Leipzig in regard to Captain Trench and Lieutenant Brandon cannot be regarded as a surprise, nor, though heavy, can the sentence be considered unreasonable or excessive. The Press acknowledges the disguised a fair conduct of the trial.

SERIES OF RAILWAY ACCIDENTS.

London, December 26.—The Midland Railway Scottish Express from London has been wrecked south of Carlisle. Nine persons were killed, and twenty-five injured. The train collided with a pilot engine.

The Celtic Express was wrecked near Bordeaux and three persons were killed and thirty injured.

A head-on collision has occurred on the Pennsylvania Railway at Upper Sandusky, Ohio. Eight persons were killed and a number seriously injured.

ARMED WITH A GUN.

Arrested that Mr. Dickinson, Secretary for War, being dissatisfied with the order of President Taft's withdrawal of his report, has asked to be "allowed to resign," is desired. *Osaka Asahi.*

London, Dec. 26.—All the London newspapers are taken up with reports and details of a series of murders which have been committed in Houndsditch. In consequence of these startling crimes the necessity of arming the Police is publicly advocated. *Osaka Asahi.*

The general public in London is seriously alarmed by the fact that several foreign soldiers have killed three policemen in Houndsditch in London. Serious attention is being paid to the foreign element, especially Russians, Poles and Jews, large numbers of whom are believed to be in the city. Most of them have been in the city for a long time. There are many numbers among them and they sometimes look like the citizens of gods and money. The King has sent messages of condolence to the relatives of the victims. *Osaka Asahi.*

London, Dec. 26.—The German naval writers are snatching at every opportunity for not sending it to the foreign element, especially Russians, Poles and Jews, large numbers of whom are believed to be in the city. Most of them have been in the city for a long time. There are many numbers among them and they sometimes look like the citizens of gods and money. The King has sent messages of condolence to the relatives of the victims. *Osaka Asahi.*

CHINESE ENGLISH.

The following letter from one of his patients has been sent to the N. C. Daily News by a most correspondent.

Dear Sir,—I am very sorry, sir, I was worried by my enemy, who used his hand to strike my chest, after I had spoken something with my Friend Mind to the members of our meeting, which took place about seven weeks ago.

Still now, it aches a little in my chest, or in breast, or in belly, when it will rain, or I am tired for interest story, news, and very kinds of persons, which I have read. What shall I do? Sir.

But I have some matter to tell you, perhaps, it may give you a proof for this disease. I was once, my left shoulder was wounded by some bad men, and I did not find a doctor for it, on that time, till now, not only aches in that place, but also go to my arm, wrist, fingers, knee-pan, hip and sole of the foot. Will it conduct to my chest? As I think, Sir, please, hope earnestly, make my ache well-at.

Yours most respectfully,

JAPANESE SHIPPING.

A NEW FREIGHT CARRYING PROJECT.

It is reported, says the *Japan Herald*, that Mr. Nishimura Shozo, formerly director of the Shipowners' Union in Japan, who recently returned from his tour of inspection concerning the marine transportation business in European and American countries, has a project on foot to establish a cargo line with a capital of yen \$5,000,000. He proposes to obtain a guarantee of a dividend of five per cent. per annum from the Government. He states that although steamers owned by private companies have undertaken business on foreign services owing to the fact that they are driven out of the coastal service, owing to the Railway Bureau's service most of the vessels are steamers of unsuitable type constructed during the Russo-Japanese War. Therefore steamers of a new type should be constructed if the service is to be extended to the western coast of the American continent, Australia and other countries upon the completion of the Panama Canal and the consequent reform in the transportation business of the world. According to his plan, no steamers of 6,000 tons are to be constructed in the first term and another to steamers in the second term. It is expected that he will approach the Government authorities in the near future to obtain a loan.

Is it War?

BETWEEN AMERICA AND JAPAN.

RELATIONS STRAINED IN THE PHILIPPINES.

A few days ago the Manila papers recorded the fact that the office of the Nippon Yusen Kaisha, a number of Japanese and Chinese sailors, &c., were seized by the authorities in order that a sudden search be made for "explosives," papers, &c. The sailors were carried out to the letter, and there was consternation and anxiety, for not an employee was allowed to move until the officials had satisfied themselves. Since then, silent resentment has found articulation, and there is a re-stimulation to an alarming degree of that spirit which writes trouble.

Yesterday, some Manila gentlemen were seen by a *Telegraph* representative, who was assured that the cables are "red hot" between the Philippines and Washington in regard to the suspicious interference of the Japanese. Only a few days ago the papers reproduced a striking telegram printed in bold, black type—detailing a statement published on the most reliable authority to the North American coast that the dock Dewey had been sunk last year, at the instance of Japanese.

Yesterday, we were informed that although the Manila press is silent on the matter, it is a fact that the authorities have arrested two Spaniards who were concerned in a second attempt on striking the Dewey, and further, that these men were in the employ of Japanese emissaries.

The story has aroused very strong feelings and comment. One gentleman was prepared to make a wager that, in a critical pinch had matters gone in a diplomatic sense, he would not at all be surprised to hear of war being declared within thirty days.

Enquiries have indeed been made by the Philippine authorities as to the effect of food stuff carried by dealers, and who would be delivered in a few days. All this points to anxiety. Permitted is forewarned. It is instructive to note that Rear Admiral Washington Lee Capps, chief constructor of the Navy, arrived in Manila on the liner *Siberia*. Admiral Capps was detached from duty on the Atlantic station about a month ago and placed on temporary duty directing him to proceed to the Philippines to make inspections of the navy.

The *Telegraph* representative saw other Americans resident in the Philippines, and varied opinions were expressed over the "high-handed" manner in which the authorities dealt with the Japanese sailors, &c. It was said that the Japanese would not approve of harsh measures if they were not in preserving themselves, they had no alternative but to seize everything for the nonce and make that search which was satisfactory and satisfying.

"For we do not know here," said one man, "what we know there."

"But the Japanese could take the Philippines in 70 hours," it was remarked.

"Yes, I agree, they could do it easily, but that could not be the end. It would only be the beginning."

"I can't believe that the Powers would go to war." In fact Japan cannot afford it, remarked an astute American.

Perhaps she cannot afford it, but she could hold the Philippines for a while, and once or two other places. After that we would get a different situation. Believe me, the situation is most critical. Enquiries as to supplies, &c., warrant me in saying it so.

New York, Dec. 25.—In view of the military officials, Mr. Dickinson, the U.S. Secretary of War, states that the defence works on the shores of the United States are incomplete and useless, while there was absolutely no preparedness for war in the country at all.

OTAWA (Ont.) Dec. 25.—[Exclusive Dispatch.] Sir Wilfrid Laurier apparently has little fear of war between Canada and the States. On the navy question and emphasizing the need for a Canadian navy he said in the House.

"I am not afraid of any invasion of Canada, at all events of Eastern Canada. But I am not at all sure that we can leave unguarded the province of British Columbia on the western shores of the Pacific Ocean. I am not afraid of any danger of war between Great Britain and the States. Their civilization is too much advanced to contemplate anything of the kind; and they have too many interests in common to warrant it. Each of these nations looks upon war as the cause of civilization."

"But on the Pacific Coast, where we have for our neighbours Russia, Japan and China, and have in the countries a vast humanity settling in the future of a new civilization, it would be folly to try that danger of war is not at all to be apprehended in that quarter. For my part I entertain no such view and I do not think it behooves Canada to look under all circumstances to Great Britain for the protection of our Pacific Coast."

"If there should be an invasion, does not the opposition think that we should have troops and a navy to repel it, and that the best instruction possible should be given to our officers?"—*Los Angeles Times*.

New York, December 4.—The *New York American* to-day publishes a startling story to the effect that the Japanese ship *Dewey* was sunk some months ago by the Japanese. The story purports to be based upon reliable information. After recounting the activities of Japanese spies in the Philippines the story asserts that the Japanese maintained a wireless service to the island of Luzon for several months about the time of the sinking of the ship.

The publication has created a sensation and is widely discussed. Washington, December 21.—General Edwards, chief of the bureau of insular affairs, has just submitted his report on the affairs of his bureau to Congress. He repeats the recommendations made in Secretary Dickinson's recent report and advises that the Philippines be made for a military rather than a civil government in the Philippines and to conclude with a glowing account of the prosperity now enjoyed by the islands.

NELSON GIVES TO THE "VICTORY."

An interesting ceremony took place in Portsmouth Harbour on board Nelson's old flagship *Victory*, a number of contributions for the vessel's museum being handed to Admiral Sir Asbeton Corbett. How by a deputation from the British and Foreign Sailors' Society. The gifts included the sea chest which belonged to Nelson's secretary, Mr. John Scott, who was killed at Trafalgar shortly before the great Admiral was fatally wounded; the ship's ledger, giving the names of all officers and men who fought on board at the battle; and a number of letters and documents of the Admiral's life.

The ceremony was presided over by the great Admiral who was accompanied by a number of naval officers and a number of ladies. The Admiral was accompanied by a number of naval officers and a number of ladies.

TELEPHONE COMMUNICATION, between the Penang Telephone Exchange and any other telephone company, is now established in a couple of minutes.

H.R. VICKROY CHANG MING CHI.

THE CHINESE RECEPTION.

At the reception given yesterday at the Chinese Club in honour of His Excellency Chang Ming Chi, the President of the Club, Mr. Lau Chu Pak, presided, and was supported by Messrs. Ho Kook, Ho Kuo, Ho Kuo, Ng Hon Tze, Chou Su Kai, Sin Tak-hing, Leung Pui-ter, Chan Kan Yu, Chan Chin Yu, Yung Yik Tang, Wong Kum-tuk and others.

The following is the text of the address presented to His Excellency and read by the President: "On the 31st day of the 11th moon in the 2nd year of the reign of Emperor Tuan Tung, Your Excellency Chang Ming Chi came to the shores of Kwang Tung by order of His Most Gracious Imperial Majesty the Chinese Emperor, to pass through Hongkong. We as hosts of the place take this opportunity to accord you a hearty welcome."

The occasion is a most interesting one. We remember that while your Excellency was on the secretariat of His Excellency Shun Chun Heen, the Ex-Viceroy of the Two Kwongs, you were famous for your ability in administration. There was no exception in Shun's memorial to the Chinese Government regarding you as being a man of great ability.

When you were governor of Kwangtung province had not recovered from the disruptive elements of the rebellion. Finance was at a standstill, and everything needed reorganization. However, your Excellency overcame all the difficulties easily. If you were not in possession of exceptional ability how could you have succeeded so well? Now you are Viceroy of the Two Kwongs and hold the same position as His Excellency Shun Chun Heen.

You have been appointed to the viceroyship not because you are thoroughly acquainted with the conditions of the area of your administration, but because of your tactfulness and thoroughness, and of satisfying what the people are looking forward to.

Now it is the moment of regular clamour for the eradication of the gambling evil in Canton. Little and telegrams on this subject have been exchanged between your Excellency and the people. Your Excellency's reply is that you are determined on the suppression of gambling in Canton. It has struck the people, and the expressions of their gladness sounded as the thunder in fact of the widespread evil of bigamy and the cruelty to which the robbers resort in their campaign of robbery and holding the people for ransom, of the obstacles placed in the way of putting the internal administration in order, and of the difficulty in negotiation with foreign nations, we are sure that your Excellency will have plenty of time to act, and that you can make the problem of holding and executing your powers. The people of the Two Kwongs are glad that you have been returned to them. Even the Chinese residents in this Colony deem it an honour to congratulate your Excellency. Your ability and knowledge are unvalued. You have been to Kwangtung as Governor, and now that you come to Canton as Viceroy you will get rid of the evils in Canton, and please the people by your action. They will regard you as a man of great ability, which will be gradually done away with. You have promised, and the army reorganized. It is a blessing to the people of the Two Kwongs, who congratulate themselves on having a man like you in their midst."

Madame Calve.

At the reception given yesterday at the Chinese Club in honour of His Excellency Chang Ming Chi, the President of the Club, Mr. Lau Chu Pak, presided, and was supported by Messrs. Ho Kook, Ho Kuo, Ho Kuo, Ng Hon Tze, Chou Su Kai, Sin Tak-hing, Leung Pui-ter, Chan Kan Yu, Chan Chin Yu, Yung Yik Tang, Wong Kum-tuk and others.

The following is the programme for to-night's concert: 1. Piano Solo (a) Ballade A. Chopin, (b) No. 1, (c) No. 2, (d) No. 3, (e) No. 4, (f) No. 5, (g) No. 6, (h) No. 7, (i) No. 8, (j) No. 9, (k) No. 10, (l) No. 11, (m) No. 12, (n) No. 13, (o) No. 14, (p) No. 15, (q) No. 16, (r) No. 17, (s) No. 18, (t) No. 19, (u) No. 20, (v) No. 21, (w) No. 22, (x) No. 23, (y) No. 24, (z) No. 25, (aa) No. 26, (ab) No. 27, (ac) No. 28, (ad) No. 29, (ae) No. 30, (af) No. 31, (ag) No. 32, (ah) No. 33, (ai) No. 34, (aj) No. 35, (ak) No. 36, (al) No. 37, (am) No. 38, (an) No. 39, (ao) No. 40, (ap) No. 41, (aq) No. 42, (ar) No. 43, (as) No. 44, (at) No. 45, (au) No. 46, (av) No. 47, (aw) No. 48, (ax) No. 49, (ay) No. 50, (az) No. 51, (ba) No. 52, (bb) No. 53, (bc) No. 54, (bd) No. 55, (be) No. 56, (bf) No. 57, (bg) No. 58, (bh) No. 59, (bi) No. 60, (bj) No. 61, (bk) No. 62, (bl) No. 63, (bm) No. 64, (bn) No. 65, (bo) No. 66, (bp) No. 67, (bq) No. 68, (br) No. 69, (bs) No. 70, (bt) No. 71, (bu) No. 72, (bv) No. 73, (bw) No. 74, (bx) No. 75, (by) No. 76, (bz) No. 77, (ca) No. 78, (cb) No. 79, (cc) No. 80, (cd) No. 81, (ce) No. 82, (cf) No. 83, (cg) No. 84, (ch) No. 85, (ci) No. 86, (cj) No. 87, (ck) No. 88, (cl) No. 89, (cm) No. 90, (cn) No. 91, (co) No. 92, (cp) No. 93, (cq) No. 94, (cr) No. 95, (cs) No. 96, (ct) No. 97, (cu) No. 98, (cv) No. 99, (cw) No. 100, (cx) No. 101, (cy) No. 102, (cz) No. 103, (da) No. 104, (db) No. 105, (dc) No. 106, (dd) No. 107, (de) No. 108, (df) No. 109, (dg) No. 110, (dh) No. 111, (di) No. 112, (dj) No. 113, (dk) No. 114, (dl) No. 115, (dm) No. 116, (dn) No. 117, (do) No. 118, (dp) No. 119, (dq) No. 120, (dr) No. 121, (ds) No. 122, (dt) No. 123, (du) No. 124, (dv) No. 125, (dw) No. 126, (dx) No. 127, (dy) No. 128, (dz) No. 129, (ea) No. 130, (eb) No. 131, (ec) No. 132, (ed) No. 133, (ee) No. 134, (ef) No. 135, (eg) No. 136, (eh) No. 137, (ei) No. 138, (ej) No. 139, (ek) No. 140, (el) No. 141, (em) No. 142, (en) No. 143, (eo) No. 144, (ep) No. 145, (eq) No. 146, (er) No. 147, (es) No. 148, (et) No. 149, (eu) No. 150, (ev) No. 151, (ew) No. 152, (ex) No. 153, (ey) No. 154, (ez) No. 155, (fa) No. 156, (fb) No. 157, (fc) No. 158, (fd) No. 159, (fe) No. 160, (ff) No. 161, (fg) No. 162, (fh) No. 163, (fi) No. 164, (fj) No. 165, (fk) No. 166, (fl) No. 167, (fm) No. 168, (fn) No. 169, (fo) No. 170, (fp) No. 171, (fq) No. 172, (fr) No. 173, (fs) No. 174, (ft) No. 175, (fu) No. 176, (fv) No. 177, (fw) No. 178, (fx) No. 179, (fy) No. 180, (fz) No. 181, (ga) No. 182, (gb) No. 183, (gc) No. 184, (gd) No. 185, (ge) No. 186, (gf) No. 187, (gg) No. 188, (gh) No. 189, (gi) No. 190, (gj) No. 191, (gk) No. 192, (gl) No. 193, (gm) No. 194, (gn) No. 195, (go) No. 196, (gp) No. 197, (gq) No. 198, (gr) No. 199, (gs) No. 200, (gt) No. 201, (gu) No. 202, (gv) No. 203, (gw) No. 204, (gx) No. 205, (gy) No. 206, (gz) No. 207, (ha) No. 208, (hb) No. 209, (hc) No. 210, (hd) No. 211, (he) No. 212, (hf) No. 213, (hg) No. 214, (hh) No. 215, (hi) No. 216, (hj) No. 217, (hk) No. 218, (hl) No. 219, (hm) No. 220, (hn) No. 221, (ho) No. 222, (hp) No. 223, (hq) No. 224, (hr) No. 225, (hs) No. 226, (ht) No. 227, (hu) No. 228, (hv) No. 229, (hw) No. 230, (hx) No. 231, (hy) No. 232, (hz) No. 233, (ia) No. 234, (ib) No. 235, (ic) No. 236, (id) No. 237, (ie) No. 238, (if) No. 239, (ig) No. 240, (ih) No. 241, (ii) No. 242, (ij) No. 243, (ik) No. 244, (il) No. 245, (im) No. 246, (in) No. 247, (io) No. 248, (ip) No. 249, (iq) No. 250, (ir) No. 251, (is) No. 252, (it) No. 253, (iu) No. 254, (iv) No. 255, (iw) No. 256, (ix) No. 257, (iy) No. 258, (iz) No. 259, (ja) No. 260, (jb) No. 261, (jc) No. 262, (jd) No. 263, (je) No. 264, (jf) No. 265, (jg) No. 266, (jh) No. 267, (ji) No. 268, (jj) No. 269, (jk) No. 270, (jl) No. 271, (jm) No. 272, (jn) No. 273, (jo) No. 274, (jp) No. 275, (jq) No. 276, (jr) No. 277, (js) No. 278, (jt) No. 279, (ju) No. 280, (jv) No. 281, (jw) No. 282, (jx) No. 283, (jy) No. 284, (jz) No. 285, (ka) No. 286, (kb) No. 287, (kc) No. 288, (kd) No. 289, (ke) No. 290, (kf) No. 291, (kg) No. 292, (kh) No. 293, (ki) No. 294, (kj) No. 295, (kk) No. 296, (kl) No. 297, (km) No. 298, (kn) No. 299, (ko) No. 300, (kp) No. 301, (kq) No. 302, (kr) No. 303, (ks) No. 304, (kt) No. 305, (ku) No. 306, (kv) No. 307, (kw) No. 308, (kx) No. 309, (ky) No. 310, (kz) No. 311, (la) No. 312, (lb) No. 313, (lc) No. 314, (ld) No. 315, (le) No. 316, (lf) No. 317, (lg) No. 318, (lh) No. 319, (li) No. 320, (lj) No. 321, (lk) No. 322, (ll) No. 323, (lm) No. 324, (ln) No. 325, (lo) No. 326, (lp) No. 327, (lq) No. 328, (lr) No. 329, (ls) No. 330, (lt) No. 331, (lu) No. 332, (lv) No. 333, (lw) No. 334, (lx) No. 335, (ly) No. 336, (lz) No. 337, (ma) No. 338, (mb) No. 339, (mc) No. 340, (md) No. 341, (me) No. 342, (mf) No. 343, (mg) No. 344, (mh) No. 345, (mi) No. 346, (mj) No. 347, (mk) No. 348, (ml) No. 349, (mn) No. 350, (mo) No. 351, (mp) No. 352, (mq) No. 353, (mr) No. 354, (ms) No. 355, (mt) No. 356, (mu) No. 357, (mv) No. 358, (mw) No. 359, (mx) No. 360, (my) No. 361, (mz) No. 362, (na) No. 363, (nb) No. 364, (nc) No. 365, (nd) No. 366, (ne) No. 367, (nf) No. 368, (ng) No. 369, (nh) No. 370, (ni) No. 371, (nj) No. 372, (nk) No. 373, (nl) No. 374, (nm) No. 375, (nn) No. 376, (no) No. 377, (np) No. 378, (nq) No. 379, (nr) No. 380, (ns) No. 381, (nt) No. 382, (nu) No. 383, (nv) No. 384, (nw) No. 385, (nx) No. 386, (ny) No. 387, (nz) No. 388, (oa) No. 389, (ob) No. 390, (oc) No. 391, (od) No. 392, (oe) No. 393, (of) No. 394, (og) No. 395, (oh) No. 396, (oi) No. 397, (oj) No. 398, (ok) No. 399, (ol) No. 400, (om) No. 401, (on) No. 402, (oo) No. 403, (op) No. 404, (oq) No. 405, (or) No. 406, (os) No. 407, (ot) No. 408, (ou) No. 409, (ov) No. 410, (ow) No. 411, (ox) No. 412, (oy) No. 413, (oz) No. 414, (pa) No. 415, (pb) No. 416, (pc) No. 417, (pd) No. 418, (pe) No. 419, (pf) No. 420, (pg) No. 421, (ph) No. 422, (pi) No. 423, (pj) No. 424, (pk) No. 425, (pl) No. 426, (pm) No. 427, (pn) No. 428, (po) No. 429, (pp) No. 430, (pq) No. 431, (pr) No. 432, (ps) No. 433, (pt) No. 434, (pu) No. 435, (pv) No. 436, (pw) No. 437, 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No. 509, (sr) No. 510, (ss) No. 511, (st) No. 512, (su) No. 513, (sv) No. 514, (sw) No. 515, (sx) No. 516, (sy) No. 517, (sz) No. 518, (ta) No. 519, (tb) No. 520, (tc) No. 521, (td) No. 522, (te) No. 523, (tf) No. 524, (tg) No. 525, (th) No. 526, (ti) No. 527, (tj) No. 528, (tk) No. 529, (tl) No. 530, (tm) No. 531, (tn) No. 532, (to) No. 533, (tp) No. 534, (tq) No. 535, (tr) No. 536, (ts) No. 537, (tu) No. 538, (tv) No. 539, (tw) No. 540, (tx) No. 541, (ty) No. 542, (tz) No. 543, (ua) No. 544, (ub) No. 545, (uc) No. 546, (ud) No. 547, (ue) No. 548, (uf) No. 549, (ug) No. 550, (uh) No. 551, (ui) No. 552, (uj) No. 553, (uk) No. 554, (ul) No. 555, (um) No. 556, (un) No. 557, (uo) No. 558, (up) No. 559, (uq) No. 560, (ur) No. 561, (us) No. 562, (ut) No. 563, (uu) No. 564, (uv) No. 565, (uw) No. 566, (ux) No. 567, (uy) No. 568, (uz) No. 569, (va) No. 570, (vb) No. 571, (vc) No. 572, (vd) No. 573, (ve) No. 574, (vf) No. 575, (vg) No. 576, (vh) No. 577, (vi) No. 578, (vj) No. 579, (vk) No. 580, (vl) No. 581, (vm) No. 582, (vn) No. 583, (vo) No. 584, (vp) No. 585, (vq) No. 586, (vr) No. 587, (vs) No. 588, (vt) No. 589, (vu) No. 590, (vv) No. 591, (vw) No. 592, (vx) No. 593, (vy) No. 594, (vz) No. 595, (wa) No. 596, (wb) No. 597, (wc) No. 598, (wd) No. 599, (we) No. 600, (wf) No. 601, (wg) No. 602, (wh) No. 603, (wi) No. 604, (wj) No. 605, (wk) No. 606, (wl) No. 607, (wm) No. 608, (wn) No. 609, (wo) No. 610, (wp) No. 611, (wq) No. 612, (wr) No. 613, (ws) No. 614, (wt) No. 615, (wu) No. 616, (wv) No. 617, (ww) No. 618, (wx) No. 619, (wy) No. 620, (wz) No. 621, (xa) No. 622, (xb) No. 623, (xc) No. 624, (xd) No. 625, (xe) No. 626, (xf) No. 627, (xg) No. 628, (xh) No. 629, (xi) No. 630, (xj) No. 631, (xk) No. 632, (xl) No. 633, (xm) No. 634, (xn) No. 635, (xo) No. 636, (xp) No. 637, (xq) No. 638, (xr) No. 639, (xs) No. 640, (xt) No. 641, (xu) No. 642, (xv) No. 643, (xw) No. 644, (xy) No. 645, (xz) No. 646, (ya) No. 647, (yb) No. 648, (yc) No. 649, (yd) No. 650, (ye) No. 651, 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No. 723, (az) No. 724, (ba) No. 725, (bb) No. 726, (bc) No. 727, (bd) No. 728, (be) No. 729, (bf) No. 730, (bg) No. 731, (bh) No. 732, (bi) No. 733, (bj) No. 734, (bk) No. 735, (bl) No. 736, (bm) No. 737, (bn) No. 738, (bo) No. 739, (bp) No. 740, (bq) No. 741, (br) No. 742, (bs) No. 743, (bt) No. 744, (bu) No. 745, (bv) No. 746, (bw) No. 747, (bx) No. 748, (by) No. 749, (bz) No. 750, (ca) No. 751, (cb) No. 752, (cc) No. 753, (cd) No. 754, (ce) No. 755, (cf) No. 756, (cg) No. 757, (ch) No. 758, (ci) No. 759, (cj) No. 760, (ck) No. 761, (cl) No. 762, (cm) No. 763, (cn) No. 764, (co) No. 765, (cp) No. 766, (cq) No. 767, (cr) No. 768, (cs) No. 769, (ct) No. 770, (cu) No. 771, (cv) No. 772, (cw) No. 773, (cx) No. 774, (cy) No. 775, (cz) No. 776, (da) No. 777, (db) No. 778, (dc) No. 779, (dd) No. 780, (de) No. 781, (df) No. 782, (dg) No. 783, (dh) No. 784, (di) No. 785, (dj) No. 786, (dk) No. 787, (dl) No. 788, (dm) No. 789, (dn) No. 790, (do) No. 791, (dp) No. 792, (dq) No. 793, (dr) No. 794, (ds) No. 795, (dt) No. 796, (du) No. 797, (dv) No. 798, (dw) No. 799, (dx) No. 800, (dy) No. 801, (dz) No. 802, (ea) No. 803, (eb) No. 804, (ec) No. 805, (ed) No. 806, (ee) No. 807, (ef) No. 808, (eg) No. 809, (eh) No. 810, (ei) No. 811, (ej) No. 812, (ek) No. 813, (el) No. 814, (em) No. 815, (en) No. 816, (eo) No. 817, (ep) No. 818, (eq) No. 819, (er) No. 820, (es) No. 821, (et) No. 822, (eu) No. 823, (ev) No. 824, (ew) No. 825, (ex) No. 826, (ey) No. 827, (ez) No. 828, (fa) No. 829, (fb) No. 830, (fc) No. 831, (fd) No. 832, (fe) No. 833, (ff) No. 834, (fg) No. 835, (fh) No. 836, (fi) No. 837, (fj) No. 838, (fk) No. 839, (fl) No. 840, (fm) No. 841, (fn) No. 842, (fo) No. 843, (fp) No. 844, (fq) No. 845, (fr) No. 846, (fs) No. 847, (ft) No. 848, (fu) No. 849, (fv) No. 850, (fw) No. 851, (fx) No. 852, (fy) No. 853, (fz) No. 854, (ga) No. 855, (gb) No. 856, (gc) No. 857, (gd) No. 858, (ge) No. 859, (gf) No. 860, (gg) No. 861, (gh) No. 862, (gi) No. 863, (gj) No. 864, (gk) No. 865, 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The Volunteers will hold a Field Day on the 15th of January next.

THE damaged vessel, *Nord*, is now in the

THE damaged vessel, *Nord*, is now in the No. 4 dry-dock, Kowloon, ready for repair.

THE second monthly shoot of No. 4 Company H.K.V.A. takes place at King's Park Range on Sunday next at 2.15 p.m.

A C.O.L.I.E. was awarded 14 days in the Police Court to-day for stealing a quantity of fireworks.

SIX chair-bearers were fined \$4 each this morning by Mr. E. R. Mallifex for causing an obstruction in Fadder's street.

TEENAGERS are invited in the current issue of the *Grass* for the supply of flower pots in the coming year.

INVITATIONS have been issued for a smoking concert to be held at the Water Police Station at Tsing-tsin on the 14th January.

It is possible that Miss Marc Hall may go on a tour to India, China and Japan in the course of the next twelve months, says a home paper.

A TRADING junk master was fined \$10 at the Magistrate this morning for failing to exhibit his registration lights between sunset and sunrise.

INVITATIONS have been issued for "An Home" being given by Lady Ingrid on the 20th of January to bid good-bye to : Mr Ketry and Lady May.

CAIT Foy, U.S.S., formerly mid-de-camp to General W. P. Duval¹ commanding general of the Philippine army, is staying at the Hong-kong Hotel.

ITTLE hope, says the *L. & C. Express*, appears to be entertained by the Libera's of using Mr. Gershom² 'steward from the Wirtal division of Gashia.

The city editor of the *Cable News-American*, Mr. E. Hamilton Smith, journeyed on the New Orleans-Canton railway to-day. He leaves

by the *Xuansang* to-day

THE City Corporation has unanimously voted a sum of a thousand guineas towards the King Edward Memorial Fund, which has now reached a total of £36,300.

THE Bandmann new combination which is reported in Canada to be a very strong company has been drawing very full houses there and elsewhere in India.

THE Chinese are panhandling the British Government to undo the results of the opium war. Opium is to the weak Chinaman what alcohol is to the weak Anglo-Saxon.—*Ex.*

AN improvement in freights has extended prac-

The *Somali*, which grounded last week in Poochow river, is to leave for England to-

The passenger trade of the East moves very slowly, say the directors of the P. & O. The

at the Admiralty Court judgment has been given in favour of the Liverpool ship *Potakon*.

Mr. Edwin J. Dingle, who has spent two years in the wilds of China, has returned to Hankow, joining the staff of the *North China Daily News*.

is book, "Across China on Foot" is to be published shortly.

Among the passengers who arrived by the *Montague* from this North to day was Mr. J. H. Donald, the local Correspondent to the

R. Moorehead of Amoy has arrived in Foochow to enter partnership with Dr. Reenie, who will in a short time leave on a well-earned vacation. The latter gentleman is a well-known figure in musicalistic circles.

We are informed by the Chinese Engineering and Mining Company, Limited, that the total output of the Company's three mines for the first ending with December 31, 1920, was

The Colard steamer *Mawrelanta* started from Liverpool, on December 10, in an attempt to intercept the routes to New York.

...the voyage to New York and back to
aboard within twelve days. She would
to maintain an average speed of twenty-
knots and stop in New York only forty-
eight hours.

AVICES received from the United States

the sum recently asked by the navy department for improvements at Olungapo were estimated at \$5000 as recently published in public papers. In this connection I may add that the sea wall at Olungapo which is one item will have cost over \$5000.

The Netherlands India Government intend to establish wireless telegraph stations at our ports. The first one is at Sabang which will be in working order next April. The establishment of the stations will follow.

ADY passenger from the Japanese mail-boat *Yasaki Maru*, was charged in the Singapore court in connection with the loss of the ship.

A Japanese steward from the ship stated he saw the prisoner take the handbag from lady's cabin. Sentence of one month's imprisonment was imposed.

The Blue Funnel liner *Agamemnon* arrived Port Swettenham from Singapore and, having taken in her cargo of rubber, besides other local produce, cleared and left port for Penang homeward bound. She is away for Colombo and European ports.

Ceylon Observer objects to Sir Thomas
island's criticism of the Shipping Bill,
adds:—The development of a British ce-

most crime before the development of a
 shipping company; no one has any right to
 by competition; and if with out stage or
 lines the shipping companies cannot exist,
 in other word, will be ruined, then it is
 right that ruined they should be.

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